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	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	6.41	9.15	10.38	12.09	1.18	4.34	5.37	7.09
Yamati	6.51	9.25	10.48	12.19	1.27	4.43	5.47	7.20
Shatin	7.03	9.37	10.50	12.31	1.39	4.55	5.59	7.32
Tai Po Market	7.17	9.51	11.03	12.34	1.53	5.08	6.12	7.45
Tai Po	7.33	9.57	11.08	12.38	1.58	5.12	6.17	7.49
Panling	7.38	10.02	11.13	12.43	2.03	5.17	6.22	7.54
Shenag Shui	7.38	10.13	11.23	12.53	2.10	5.27	6.31	8.03
Shun Chai	7.44	10.19	11.29	12.58	2.16	5.33	6.37	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shun Chai	7.33	8.06	10.37	11.40	2.58	4.33	5.12	6.05
Shenag Shui	7.39	8.18	10.44	11.47	3.05	4.44	5.19	6.12
Panling	7.38	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Tai Po Market	7.48	8.29	10.58	12.03	3.21	5.01	5.33	6.27
Tai Po	7.47	8.34	11.03	12.07	3.27	5.06	5.37	6.31
Shatin	8.00	8.47	11.15	12.21	3.40	5.23	5.59	6.44
Yamati	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon	8.23	9.09	11.36	12.43	4.01	5.45	6.10	7.04

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PROBLEM OF MOSLEM
AND HINDU.

The Feast of Moharram has passed in British India without any fatal collision between Moslem and Hindu, says the *Times* of September 2nd. For this relief thanks are due to the vigilance of the local and central Governments of India and to the self-sacrificing activity of the Civil Services, but there are numerous indications that there is no real relaxation of what is described by official phraseology as "inter-communal tension" and was known to our blundering fathers as religious animosity. In the dominions of the Mahomedan rulers of Native States, the feast was followed by a serious and prolonged outbreak of fanaticism. At Gulbarga, in Hyderabad, more than 40 Hindu temples were invaded, wrecked, or looted by excited mobs, the images of the deities were mutilated or destroyed, and it is reported that over 300 mortals were injured or lost their lives. Our reference to this riot implies no criticism of the Nizam's administration. Incidentally the outbreak disposes of the contention of propagandists of Swaraj that relations between the two faiths are more amicable in the Native States—where, as in Hyderabad, the majority of the population differ in creed from their ruler than they are in British India, and that Indian rule will therefore guarantee intercommunal peace; but it has long been realized by those who have followed Hindu and Moslem relations that such explosions of fanaticism are as possible in any of the cities of the feudatory princes as they are in Agra or Multan. What occurred last month in Hyderabad may occur next week in the United Provinces. The problem presented by the rival ambitions, the widely differing outlook, and the discordant ceremonies of the adherents of the two faiths affects every part of India where there are religious minorities of any numerical importance. Even in Bengal, where for historical reasons friction was in the past less acute than in the Northern and Western Provinces, the last 12 months have been marked by several religious riots, and the pact made by Mr. C. R. Das himself with his political allies, the "Moslem-Swarajist" or Caliphist Party, has been denounced by important leaders of Hindu opinion and received with impenetrable scepticism by the more conservative Moslems. The Hindu leaders of the groups which compose the Congress Party have entirely failed to prevent riots and to calm the animosities which make them possible. They have had no assistance from such Moslem supporters as Mr. Mohamed Ali, whose tactlessness leads him to affront Hindu susceptibilities in speech after speech. The Moderates, temporarily in the background owing to their political reverses, have been no more successful.

GANDHI'S ALLIANCE FINDER.

It is clear that the Hindu-Moslem Alliance, which was formed by Mr. Gandhi at an end. The ironic spirit pictured by the author of "The Dynasts" might well have presided over its monstrous birth, its brief and violent life, and its unedifying death. Formed by an apostle of non-violence and universal brotherhood on a basis of hatred of the British Administration in India, reinforced in the case of its Moslem adherents by the belief inspired by lying agitators that the British Government was about to destroy the Turkish Caliphate of Islam, it died when the "God-fearing Turks" of Mr. Gandhi's discourses, left at last to themselves, repudiated the Turkish Caliphate and expelled the Caliph with every circumstance of insult and contumely. But the breakdown of an alliance which was less generally supported than its supporters averred did not merely restore the *status quo ante* in Hindu-Mahomedan relations. There is good reason to believe that these relations are now more strained than in pre-Reform days, for reasons which should be better understood in this country. One is the transformation of Hinduism from a passive creed condemned to a perpetual defensive, which could only be acquired by communities (never by individuals), after generations of preparation, into a nationalist proselytizing faith. The change, it is true, affects only certain Hindu sects, notably the Arya Samaj, whose remarkable leader, Swami Shradhdhanand, has converted large numbers of Mussulman Rajputs in the United Provinces to a modernized edition of their ancestral faith. But the ideal of Hinduism as a world religion into which individual converts can enter has received the blessing of so authoritative an exponent of Brahmanical Orthodoxy as Pandit Madan Mohan Malaviya. It has aroused the fears of many Moslem divines, jealous of Hindu encroachments on their mission fields or horrified by apostasy, which their Sacred Law punishes with death. Compelled by the British tradition of tolerance to favour no particular creed, the Government of India cannot check the missionary activities of Aryas or of Moslems, however bitter the feelings that they may arouse, provided that they conform to the laws of the land.

COMMUNAL REPRESENTATION.

But there is another cause of Moslem anxiety which may be better understood at Delhi than at Whitehall. However repugnant it may be to Radical doctrinaires, however strong the theoretical objections, there are cogent practical arguments in favour of the maintenance of the present system of communal representation in India. Under this system special constituencies have been created for communities which might be outvoted and rendered incapable of making their voices heard in constituencies based solely on territorial representation. This concession was granted to the Moslems, who are in a minority in most of the Indian Provinces, by the Indian Councils Act of 1909. It was reaffirmed in the Act of 1919, and was extended to other minorities, such as the Sikhs of the Punjab; and though the authors of the

(Continued on next Column.)

KNEELING IN CHURCH.

A BISHOP ON PERILS TO HATS
AND TROUSERS.

In his recent visitation charge to the churchwardens of his diocese the Bishop of Chichester touched, among other topics, on the slackness of men with regard to kneeling in church. In his visitation articles he had made inquiry of the churchwardens respecting the custom of men in this matter, and in his charge he explained that he had done so because men in the Church of England have grown so very slack about it. Women, he said, do kneel; men kneel too at the altar-rail, and probably at their bedside. But the bishop fears it is the exception when men kneel upon their knees in the pews. He finds there are three influences—mainly beyond our control—which tend to this lamentable result. They are (1) Non-conformist example; (2) the influence of Army and Navy (soldiers on church parade stand or sit at the word of command, and are evidently not expected to kneel); (3) the influence of Sunday trousers. Three hundred years ago George Herbert wrote: "Kneeling never meant silk stockings. Surely if it did, the bishop says, reverence to God is worth more than the hang of your clothes. Undoubtedly these three reasons for the prevailing slackness lie in the bishop's opinion, a real failure of reverence for God. He then went on to speak of those who "Lack the faith to see Him who is invisible. Just as people so often go to church to enjoy the music or a sermon, and not really to worship God and commune with Him; so when they are there they often think less of reverence than of comfort, less of honouring God in body and mind as well as spirit, than of receiving the praise or escaping the scorn of men."

Though those bad influences cannot be controlled churchwardens ought, said the bishop, to take care not to give men excuses with which to save their consciences. And in many crowded churches the difficulty of disposing of his hat is real, and affords the man an excuse which he too readily snatches at. It was worse, of course, when men wore tall hats. But even with smaller hats and soft hats the difficulty remains. The bishop said he rejoices when he sees or hears of pews in the porch or lobby, or of any other device to relieve the situation and deprive the irreverent of their excuse. Chairs in a church look very well, but many of them provides places for hats which are worse than useless, mere traps and, moreover, cramp your legs so that, apart from the hat question, you can hardly kneel. The fact is that the numerous legs of the chairs take up so much space, there is very little left either for feet or hats, and you can't get both in. Benches, though less comely, are far more suitable than chairs, unless adequate provision is made somewhere else than under the chair. The bishop added that when the church is crowded churchwardens should take care to give the front row something to kneel up against, or the temptation to squat will be too much for them.

Finally he said: "If you can't get space to kneel, or if the perils to hat or trousers deter you, would it not be more manly to stand than to cramp and pretend, standing is quite a fitting attribute for prayer."

DIAMOND DIGGERS' LUCK.

Astonishing stories of newcomers' luck in the diamond diggings are reported from Stompias, South Africa, where there are more than 10,000 people, including blacks, with hundreds more streaming in from all sides every week. A Free State farmer landed at Stompias to try his luck but the only claim he could secure was a bit of waste ground that no one else would have. He set to work and presently found several diamonds, among them a 3½ carat stone. He sold the lot for 2825, and went home. Another man had even better luck, and when he sold the diamonds for more than £200 he became almost hysterical. Enteric is said to be rife, and the living and food conditions in many instances, deplorable. Whole families are stowed away in miscellaneous vehicles with leaking roofs. All are living on the bare veldt with the nearest town 24 miles away. Even drinking water must be bought. These people, moreover, continually move about from claim to claim or make new rushes.

Montagu-Chelmsford Report could not resist the opportunity of delivering a lengthy lecture on the defects of this method of representation, the Swarajists themselves entered into a pact with the Moslems to accept it. The evidence given before the Reforms Committee now sitting at Simla has been marked by the hostility of Hindus representing many different shades of political opinion to the principle of communal representation, which some of them even seem to have suggested was one of the causes of the alleged failure of dyarchy. This has excited Moslem apprehensions that the next instalment of constitutional reforms in India may comprise the abolition of this method of minority representation, and Moslem spokesmen have warned the Government that any such change would produce widespread disorders. It is the declared policy of the British Government to further the progress of India towards responsible self-government; but such progress would be fatally compromised by the outbreak of something like civil war, which would assuredly follow any premature attempt to alter a system under which not only Moslems, but the vigorous and militant Sikh and Maratha communities, enjoy a representation commensurate with their historical and political importance. Meanwhile new suspicions added to old jealousies will not make the task of the British and Indian members of the Civil Services any the less difficult.

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Only those who suffer from piles know the misery it brings! It robs life of its pleasures, steals the brightness from existence, and substitutes days of dull pain and periods of acute agony.

That grand herbal healer ZAM-BUK is unequalled for its power to end the pain, bleeding, swelling and inflammation associated with piles. Zam-Buk not only soothes, heals and comforts the worn-out sufferer, but it cures permanently. Lose no time in giving this world-famed balm a thorough trial!

Zam-Buk also possesses marvellous curative virtues in such skin diseases as eczema, itch, prickly heat, ulcers, poisoned sores, etc., also speedily soothing and healing for cuts, bruises, burns, scalds, insect bites, etc.

CURES WHEN OPERATION FAILS

Mr. W. A. Coe, of Ipswich, Suffolk, England, writes:—"During the thirteen years I was in the British Navy I suffered terrible torture through piles. They were at their worst the three years I was on the China and India stations and the surgeons had to operate. The result wasn't a success and, when discharged from the Navy I was still suffering."

Then I heard about the great healing power of Zam-Buk and sent for a box.

I derived such instant relief from Zam-Buk that I needed no persuasion to continue the treatment. Gradually the inflammation and shooting pains became less troublesome and the burning irritation passed away altogether. Now, thanks to Zam-Buk, the piles have been completely banished."

ZAM-BUK is obtainable in handy size boxes of medicine dealers everywhere. Direct from Agents—Messrs. Walcott & Co. (China, Ltd.), Seachuen Road, Shanghai.



THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
Tel. Central 238. 2, Queen's Buildings.

SOLE AGENTS FOR
BELL'S UNITED ASBESTOS CO. LTD.
MANUFACTURERS OF

"Victor Metallic," "Dagger," "Quadruple" and
"Reefer" Packings

Bell's Asbestos Compositions.

"Salamander" Engine & Cylinder Oils.

"Salamanderite Jointing."

QUEEN'S THEATRE

MONDAY to THURSDAY, October 6th to 9th,
at 2.30, 5.15, 7.15 & 9.15 p.m.

METRO PICTURES CORP.
PRESENTS

BESSIE LOVE
AND
GARETH HUGHES

"FORGET-ME-NOT"

A Romance of the Glory of the Young of Heart.

PRICES OF ADMISSION:

At 5.15 p.m.—80 Cts., 50 Cts. and 30 Cts.
At 9.15 p.m.—\$1.20, 80 Cts. and 40 Cts.

Soldiers and Sailors in Uniform—
Half Price to 1st and 2nd Classes.

GET YOUR
SMOKE

ONLY FROM THE
LEADING TOBACCONISTS

LABACQUERIA FILIPINA
LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

Do Not Rob Your Children or Yourself
The Joy of Seeing the Most
Wonderful Film Version of

MONTA CRISTO

LAST TIME TO-DAY,
at 2.30, 5.10, 7.15 and 9.20 at

THE CORONET

COTTON CROP OF 12,956,000 BALES.

BUREAU FORECAST.

The Crop Reporting Board of the United States Department of Agriculture issued last month a statement of the condition of the cotton crop as at August 15th, according to which the average condition is 64.9, against 67.4 on August 1st. This indicates a deterioration of 2.5 since last report.

The yield per acre is estimated at 153.3lbs., against 149.3lbs. on August 1st, and 141.3lbs. on July 15th, and the crop, exclusive of linters, is estimated at 12,956,000 bales, against preceding estimates of 12,551,000 and 11,934,000 bales, comparing as above.

The quantity ginned up to August 15th is returned at 149,000 bales.

The Bureau, in a supplemental report, says that the crop is in considerably better condition than at the same time last year. Weevils are increasing, but thus far no great amount of damage has been done.

IN A POUND COTTON.

LANCASHIRE HOPES FROM GOOD U.S. CROP.

The figures quoted above have given the greatest satisfaction in the Lancashire cotton trade. Mr. Harry Dixon, of Oldham, head of the "Dixon group" of over 20 cotton mills, said to a reporter: "The report is splendid news for Lancashire, for it brings an imminent prospect of cotton at 1s. a lb., which is regarded by Lancashire as a solid foundation for trade. Already the cotton trade is very much better in every department. How far cotton will go down in price as a result of the good crop will depend on the world demand, but the opinion of Lancashire is that the demand will not be such as to exceed the crop. Europe is not yet quite ready."

There is now every prospect of increased working hours in the Lancashire trade. The testing time will be in October and November, when the full force of the world demand will be experienced. Personally, I think full-time working is a long way ahead, but I am quite sanguine that a revision of short-time now ruling will come very soon.

In a cablegram (dated Houston, Texas, August 21st) to the Federation of Master Cotton Spinners' Associations, Mr. Arno S. Pearce, the international secretary, who is touring the cotton States, says:—"Mr. Ben Clayton, of Anderson, Clayton & Co., consider 20c. to 22c. will be reached with anything like 13-million crop. In his opinion present high prices are due to psychological effect of too optimistic accounts of American financiers and politicians returning from Europe. He expects lower prices when daily ginnings reach 100,000 bales."

Georgia, being faced with big crop assessed at 1,300,000 after years of crop failure, has sold 100 points off October at Savannah. Information from Texas ginnings shows one farmer out of 50 holding. Ginning has started in the Black Waxy Country.

"If next Government report below 13 million bales market expects a rise. To obtain 13 millions necessitates late arrival frost and continued inactivity of boll-weevils. Mr. Neal, of Waco, considers price may reach 22c. Outside speculation is expected to enter when price reaches 20 or 22."

COTTON UP.

RISES \$17 PER BALE IN FOUR DAYS.

A New York message to Manila papers, dated September 26th, says:—"Cotton jumped another 100 points today, carrying October cotton to 28.48, December 24.62. This jump represents an advance of practically \$17 a bale since the Government crop report was issued on Tuesday."

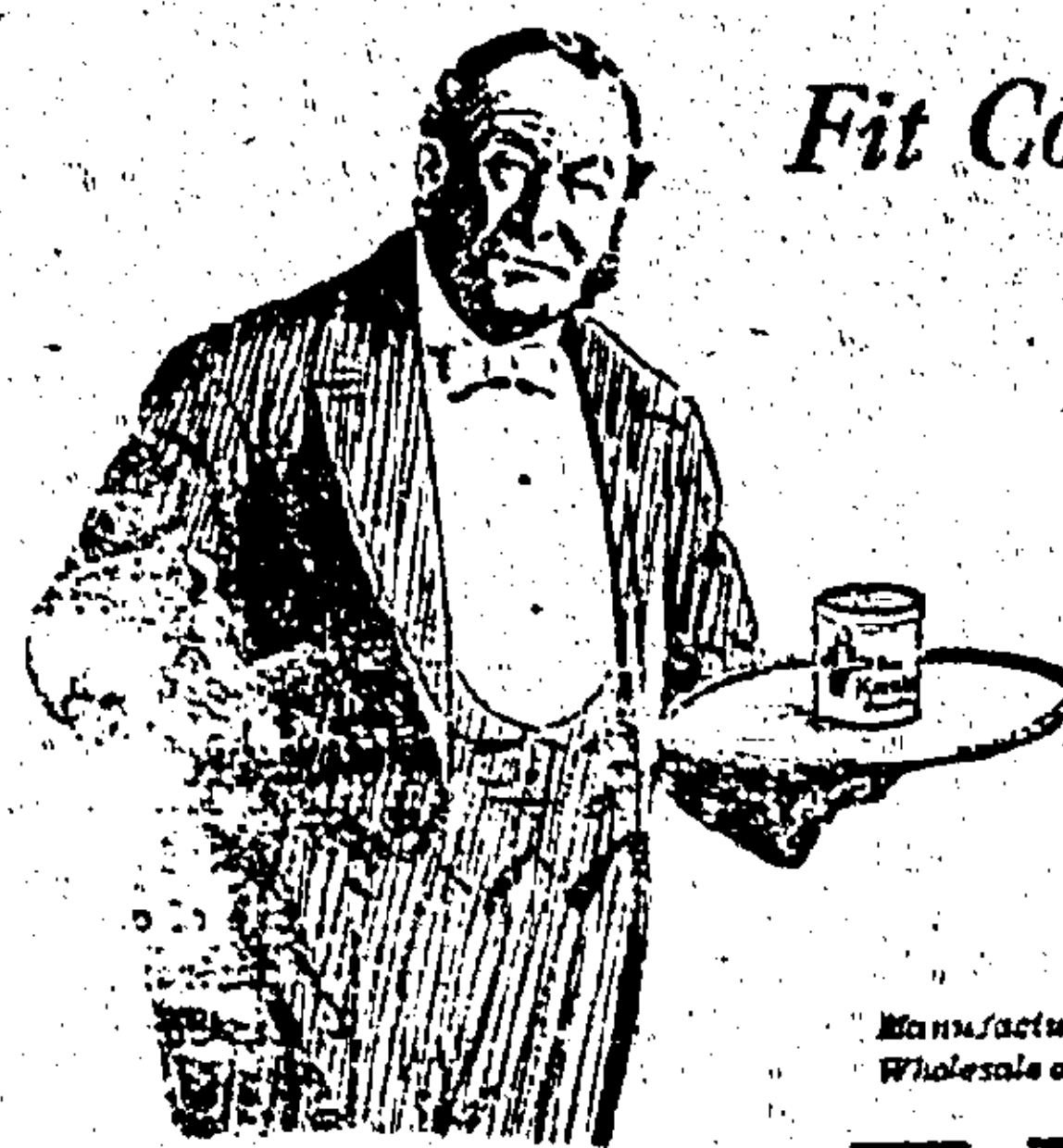
HONGKONG SHARE MARKET CLOSING QUOTATIONS.

OCTOBER 6TH, 1924.	
Hongkong and Shanghai	\$1.185 a.
Bankers	\$1.185 b.
Canton Insurance	\$238 b.
Union Insurance	\$238 b.
Hongkong Fire Insurance	\$600 b.
H.K. O. & M. Steamboats	\$40 b.
"Star" Ferries	\$104 b. \$105 a.
Kowloon Wharves	\$210 b.
Shanghai Dock	Tls. 93 b. Tls. 94 a.
Hongkong Wharves	Tls. 192 b.
New Engineering	Tls. 6.50 b.
Hongkong Land	\$119 b.
Hongkong Hotels	(old) \$22 b.
Hampshire Estates	\$23 b.
Ewo Cotton Mills	Tls. 101 a.
Shanghai Cottons	Tls. 63 b.
Oriental	Tls. 3.35 b.
Cement	\$21 b.
China Provident	\$15 b.
Dairy Farms	\$28 a. ex div.
Watsons	\$16 b.
Watsons	\$23 b.
Hongkong Electric	\$43 b.
China Light	(combined) \$23 b.
Hongkong Tram	\$44 b.
Peak Tramways	\$21 b.
b-buyers; c-sellers; ex-exchange.	

EXCHANGE IN SEPTEMBER.

Messrs. Rona Bros. append to their list of exchange quotations the following summary:—

	Sept. 1	Sept. 2	Sept. 3	Sept. 4	Sept. 5	Sept. 6	Sept. 7	Sept. 8	Sept. 9	Sept. 10	Sept. 11	Sept. 12	Sept. 13	Sept. 14	Sept. 15	Sept. 16	Sept. 17	Sept. 18	Sept. 19	Sept. 20	Sept. 21	Sept. 22	Sept. 23	Sept. 24	Sept. 25	Sept. 26	Sept. 27	Sept. 28	Sept. 29	Sept. 30
Average Rate Sept.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Highest Rate Sept.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Lowest Rate Sept.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Average Rate to date	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Highest Rate to date	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Lowest Rate to date	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00



Fit Company

There's some things, sir, which just naturally go together.

A page boy isn't happy without chewing-gum and "Deadwood Dicks."

Gentlemen of experience and good taste, sir, fully appreciate a glass of old Port and a Kensitas, they know that a Kensitas cigarette is "as good as a really good cigarette can be."

John

Manufacturers: J. WIX & SONS, Ltd., 174-5, PICCADILLY, LONDON, W.1, ENG.
Wholesale only: DONNELLY & WHYTE, Distributors for Hongkong and South China,
2 QUEEN'S BUILDINGS. Telephone: Central 638.

Kensitas
the preferred cigarette

H.K.W.G. & M.C.L.

CHILDREN'S FÊTE.

SATURDAY, OCTOBER 25TH,
1924.

WATCH THIS SPACE.

KEEP THIS DATE.

C. E. WARREN & CO., LTD.
SANITARY ENGINEERS,
MONUMENTALISTS.

OFFICES 31D, WYNDHAM STREET.

TEL. C. 269. HONGKONG.

ESTIMATES FREE FOR
COMPLETE

SANITARY INSTALLATIONS.

HOT WATER SYSTEMS, &c

SPECIALISTS IN MONUMENTAL
WORK

CUT FROM
ITALIAN MARBLE—POLISHED AND/OR
FINE PUNCHED HONGKONG
GRANITE.

ARTIFICIAL WREATHS IN STOCK.

AROSA
PORT



OBTAINABLE EVERYWHERE.

A LEEDS CENTENARY.

THE STONEMASON INVENTOR OF
PORTLAND CEMENT.

A hundred years ago a Leeds stonemason, named Joseph Aspdin, invented and patented Portland cement, and the centenary of the invention is to be marked by the erection of a memorial in the Leeds Town Hall.

This memorial, which will be an inscribed bronze tablet, has been presented to the city by the American Portland Cement Manufacturers' Association. The president, Mr. F. W. Kelly, and representative members of the Association have recently been visiting the Wembley Exhibition, and after gazing with admiration on the biggest assemblage of concrete construction in the world, they felt they could not leave England without paying a tribute to the almost forgotten inventor whose achievement has meant so much to the cost of building. They have inscribed the memorial "in memory of Joseph Aspdin, of Leeds, stonemason, whose invention of Portland cement, patented October 21st, 1824, followed by a century of improvement in its manufacture and use, has made the whole world his debtor."

Aspdin was a journeyman stonemason in Leeds, and when he patented his invention in 1824 he was forty-five years of age. In the following year he left Leeds and established a factory at Wakefield. He died in 1855 at the age of seventy-six, and was buried at St. John's Church, Wakefield.

Our Consignment of

VITTEL MINERAL WATER

PHYSIOLOGICAL ACTION.

EUPEPTIC ACTION.—This water appears to have a tonic action on the muscular system which tends to decrease gastric dilatation. This improves the appetite and the digestion.

DIURETIC ACTION.—The urine passed after the absorption of the water is clear, almost colourless and of a weak density: 1002. The elimination of chlorides is also accelerated by the treatment.

LAXATIVE ACTION.—VITTEL stimulates both the biliary and intestinal secretions. Its action on the bladder is sedative and its contractions more energetic.

ALSO

EVIAN LUXURY TABLE-WATER

THE MOST AGREEABLE.



THE FRENCH STORE,
Tel. Central 794.

CAMMELL LAIRD & Co., Ltd.

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., &c.

Birkenhead, Sheffield, Nottingham, Birmingham,
Leeds, Penistone and London.

RAILWAY PASSENGER COACHES

FREIGHT & COAL CARS

STEAM DRIVEN RAIL COACHES

"NEWLAY" SOLID-ROLLED STEEL RAILWAY WHEELS.
13, PEKING ROAD, SHANGHAI.

A THRILLING SPECTACLE
A ROMANTIC STORY
LON CHANEY
AND
VIRGINIA VALLI

in the most remarkable screen production of a decade,
supported by a superb cast of favourite players.

"THE SHOCK"

THE MOST UNUSUAL AND SPECTACULAR MELODRAMA
OF A DECADE

SEE the remarkable pictures of the destruction of a whole city; SEE the secrets of Chinatown disclosed; SEE the workings of the cleverest gang of criminals the barbery coast ever harboured; SEE the most appealing and beautiful love story of the season.

DON'T MISS A SINGLE FOOT OF IT.

STARTING TO-MORROW. INCREASED PRICES.

TO-DAY, at 2.30, 5.15, 7.15 & 9.15 p.m.

THE WELL KNOWN COMEDIAN

MAX LINDER

IN

"THE LITTLE CAFE"

THE GREATEST OF HILARIOUS COMEDIES

BY ALL MEANS SEE IT.

WORLD THEATRE

TYPHOON NEWS.

STEAMER ASHORE ON STONECUTTERS.

The s.s. *Lake Gattano* dragged her anchor during the early hours of Sunday morning and went ashore on the North East corner of Stonecutters Island. According to the Royal Observatory the highest wind velocity during the typhoon blow was registered at 1.35 a.m. on Sunday and it was about this time that the *Lake Gattano* commenced to drag her anchor and she was eventually blown ashore.

The s.s. *Lake Gattano* belongs to the United States Shipping Board, the local agents being the Pacific Mail S.S. Co. She is commanded by Capt. Bakeman and is a vessel of 1,612 registered tons. The *Lake Gattano* has been in harbour since August 26th when she arrived here from the South, taking up anchorage off Stonecutters.

According to the Master, fires had been drawn on the vessel for some time and she had no steam to counteract the dragging of her anchors.

Yesterday afternoon at 5 o'clock the vessel was refloated with the aid of the s.s. *Lake Faulk*.

A LUCKY STEAMER.

Another steamer, a small Portuguese river vessel, named the *Constantine*, was also blown ashore at Laichikok. She fortunately refloated on the rising tide, apparently none the worse for her adventure.

CARGO BOAT FOUNDERED.

During the storm on Saturday afternoon an M.B.K. cargo boat, laden with coal, was swamped by a rough sea and she foundered. Fortunately, no lives were lost, the crew being picked up by sampans which happened to be near. The cargo boat foundered between buoys 43 and 45. These two buoys are now out of use, owing to the sunken lighter making the moorings dangerous.

On Sunday a number of vessels had to appeal for assistance, especially those anchored in Kowloon Bay and off West Point. They commenced dragging their anchors and the tug *Henry Kewick* responded to the calls and was instrumental in towing them back to their original anchorage.

SHIPS EXPERIENCE ROUGH WEATHER.

PASSENGER INJURED ON THE S.S. "HAKONE MARU."

The s.s. *Hakone Maru* arrived in port yesterday morning from England and reported passing through the typhoon on Saturday, encountering heavy seas and hurricane winds of 100 miles per hour velocity. For six hours the ship was buffeted by the storm, coming out of it unscathed. During the storm one lady passenger, Mrs. J. A. Fraser, was pitched down the hatchway, her face being severely cut. She was attended to by the Ship's Surgeon and on arrival of the ship in Hongkong, Mrs. Fraser was removed to the Government Civil Hospital.

According to the officers, the *Hakone Maru*, behaved remarkably well, riding through the storm on practically an even keel; the only vibration felt on the ship being when her propeller was raised out of the water. According to one of the passengers the barometer early on Sunday morning registered 29.42, which is the lowest yet recorded for the typhoon.

THE "TAIYUAN" DELAYED.

The s.s. *Taiyuan*, which was to arrive in Hongkong from Australian ports via Manila, yesterday, has been delayed by the typhoon. She was due to leave Manila on Saturday by evening, but the storm she did not leave until yesterday. She is now due to arrive here on Wednesday.

The s.s. *King Yuen*, which steamer sent through important messages to the Royal Observatory on Saturday, regarding the position of the position of the typhoon, wind velocity, etc., has reported to Messrs. Butterfield and Swire by wireless that she weathered the storm successfully and she has not suffered any damage. The s.s. *King Yuen* was on a voyage from Bangkok to Hongkong and she was acting as escort to another ship, the *Kwang Cha* belonging to the same Company, the engines of which ship were out of order. Bot ships hove to above 100 miles off Gap Rock, and there rode out the storm. They were due to arrive in Hongkong yesterday.

There was a strong wind on the harbour yesterday until tea time when it moderated considerably.

RENT LAW.

POWERS OF THE GOVERNOR-IN-COUNCIL QUESTIONED.

An action was commenced in the Summary Court yesterday morning in which the s. 60, 68 and 70, Queen's Road East, sought possession of the premises under Section 4 (1) (f) of the Rents Ordinance. An important point in the case was whether the powers of the Governor-in-Council extended to the houses in question. The defence was that the Governor-in-Council on May 29th ordered that the provisions of Section 4 (1) (f) should not apply to the houses mentioned.

Mr. Eldon Potter, K.C., appeared for the plaintiffs and Mr. C. A. S. Russ and Mr. D. MacCallum represented the defendants.

Opening the case for the plaintiff, Mr. Potter said that his Lordship (Mr. Justice Dyer Ball) was probably surprised to learn that it was possible for any other point to rise under the Rents Ordinance, but he thought a large field of argument had been opened up by the decision of the Governor-in-Council in the present case. The Governor acted under Section 21 of the Ordinance, which said that it was lawful for the Governor to exempt from the provisions, or any specific provision, of the Ordinance any domestic tenement, if he thought circumstances warranted the exemption. If the section was construed literally, it would lead to most extraordinary absurdities and the greatest injustice. It would mean that the Governor could set aside the whole of the case law. It would mean that the Governor could deprive the landlord of the few rights left him under the Ordinance. It could not be understood how the Executive Council could have believed that Section 21 was passed to give the Governor the power he had exercised. The Governor could, if the section was construed literally, allow a tenant to remain in possession even if he failed to carry out all or any of the conditions of the tenancy. Section 2 (3) exempted hotels and boarding houses, but the Governor could say that that section did not apply in the case of the Hongkong Hotel, and I could stay in the hotel as long as I liked and they could not turn me out.

Mr. Russ: The Governor could leave out all the verbs.

Mr. Potter: Yes; he could do anything.

Continuing, Mr. Potter submitted that the real intention of Section 21 was that the Legislative Council having passed an Ordinance depriving landlords of their common law rights put in a clause which gave the Governor-in-Council the right to give him back those rights if he thought expedient. In support of this contention, Counsel quoted many cases. Counsel's second point was that the construction placed on the section by the Governor was *ultra vires*. No body except the Legislative Council could deprive a man of his statutory or common law rights. Counsel's third point was that the Governor-in-Council had placed a wrong meaning on the word "provision" in Section 21 in that they said that the section could be split up and that exemption could be obtained from any portion of that Section. This was obviously wrong, and would be reducing the Ordinance to a farce. In putting his fourth point Counsel referred to the decision of the Full Court as to the Ordinance not being retrospective in its operation and said that once the notice to quit had been given, the landlord had a vested right to possession in three months. If the Governor was right, he had the power, after notice to quit had been given, to divest the landlord of that right even before the notice expired and after he might have committed himself considerably to contractors.

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CANTON GOVERNMENT V. MERCHANTS VOLUNTEER CORPS.

THE CORPS ANSWERS TO GOVERNMENT STATEMENTS.

We have received from the Kwangtung Province Merchants Volunteer Corps the following translation of answers to statements made by the Government in a letter from the Generalissimo Dr. Sun Yat Sen, to the Headquarters of the Provincial Merchant Volunteers, Canton:—

Government: "I am instructed by the Generalissimo, that in view of the fact that the Provincial Volunteers are formed by the people for the purpose of self-protection, obeying Governmental orders and of maintaining peace and order in the Province, they have always been afforded every protection of the Government."

Answer: Since banditry and lawless soldiery has overrun the province the people had no other alternative but to organize and to protect themselves. If the Government professes to give the people protection why did they two days prior to the inauguration of the federal convention by force under some very irrational pretext?

Government: "When the Arms arrived last month by the s.s. *Han*, the Government owing to the fact that Commander Chan Lim Pak had obtained a permit for fraudulent means and also because all the newspapers in Hongkong and Shanghai reported that Chan Lim Pak would use the Merchants Volunteers with the malicious intention to revolt against the Government, the Government had to take the necessary steps to detain the Arms. But unfortunately there were a few who had no knowledge of the real situation and misunderstood the action of the Government."

Answer: Since the permit was granted by the Headquarters of the Generalissimo and the exact number of arms and ammunitions were clearly stated in the permit and since the permit was given in the name of the Provincial Volunteers, we do not understand in what manner or course can we be charged as having obtained the permit by fraudulent means. After the arms had been detained, there were 138 cities on strike against the unfairness of the detention. We wonder what the Government means by "a few" of the people. With regard to newspaper reports published in Hongkong and Shanghai, they were commenting on the timely organization of the Merchant Volunteers, as the only means for the salvation of the people. These newspapers have never said that the Volunteers were in any way revolutionary in nature. What ground has the Government to set up these "slandering" and "ridiculous" remarks on the articles in question?

Government: "The Government has already delegated General Fan and Commander Liu to explain matters to the Volunteers."

Answer: The 6 terms outlined by the Government through its representatives, General Fan and Commander Liu, have been agreed upon and were accepted by the Generalissimo Dr. Sun himself, which fact has been known by the public and published in the Foreign and Chinese newspapers. Now the Government tries to shun responsibility by saying it has delegated its agents to "explain." What a pitiful position for a Government seeing the unavoidable and then engineering lies to cover.

Government: "Now that Chan Lim Pak and Chan Kun Chan have repented and have publicly declared their allegiance and support of the Government and since we find that there were some mistakes committed in the process of purchasing these arms and since it is known that the arms are purchased with money actually paid by the Merchant Volunteers, we feel under the circumstances, that we can treat the case with more leniency, and can allow the arms to be returned to them."

Answer: Do these words of empty promise constitute a fair and straight settlement on the part of the Government? What treacherous tactics!

Government: "Chan Lim Pak left for Hongkong on the day when the arms were detained, but since we have countermanded our order to arrest him, he still keeps himself away from Canton, so that nobody is responsible for the Merchant Volunteers."

Answer: Inasmuch as the Government has been so ridiculous as to attribute to Chan Lim Pak from time to time crimes of all descriptions, it is a matter of personal option for Chan Lim Pak to return to Canton or not, although the order to arrest him has been withdrawn. Furthermore, there were six representatives from the body of Volunteers, and further the Vice-Commanders, Mr. Li and Mr. Tung, are still in charge. How then can the Government explain that there was nobody responsible for the Merchant Volunteers?

Government: "The attitude of the several representatives of the Volunteer Corps has been so undecided, that the Government has found it extremely difficult to come to terms with them. There is therefore in consequence, opportunity for further activities by the agitators."

Answer: Our representatives have been doing their best and have been meeting the wishes of the Government in every possible way. Their position has been extremely difficult, for during the negotiations they were at all times under the "merciful" hands of the Government. What could they do more?

Government: "The Government, owing to the irresponsible attitude taken by the six men representatives, had to defer the decision of the matter."

Answer: Aside from the six conditions already set out and accepted by the Government, it insists on new demands of \$3,000,000 to meet the Northern expedition, and "borrowing" an additional month of rent from the City before negotiating the return of these arms. How then, when our six representatives did not enter to consider new demands, after the six terms had been shelved can the Government say that the representatives action in this matter is irresponsible?

Government: "Now we have a procedure. To-morrow morning we ask you all Volunteers to bring your receipts to the Government Office in control of the Volunteers to register yourself and three days after registration you get all the arms."

Answer: According to condition No. 2 the Generalissimo had promised to return all these arms and ammunitions according to the number specified in the permit. That would have been proper, but now the conditions have been changed again, because General Li Fook Lim, Controller of the Volunteers, appointed by the Government, has announced to Vice-Commander Li that the Volunteers must hand over to the Government in one \$300,000—and then they will get about 5,000 pieces, the balance of the whole shipment having already been divided up amongst other soldiers. It is obvious that there are 1,000 pieces short and not sufficient to be given to us. The whole body of Volunteers will unite in one and we are not going to take any portion of the shipment only as that would mean that some would pay without getting anything.

Government: "According to General Fan and Commander Liu's report the Volunteers are willing to contribute Half a Million Dollars as Military expenses on receipt of the arms."

Answer: It was agreed by the Government that the whole shipment of arms be returned within seven days. These conditions are on record and anyone can refer to same. Now the Government tries to cancel their promises and pays attention only to the half a million dollars. We don't know why the Government pays more attention to this money than to anything else.

Government: "The Government has caused investigation whether the Volunteers are obedient to the Government, and whether these arms were actually purchased by the Volunteers and nothing else. But during the movement of the Northern Expedition Military expenses being needed, contribution from the Volunteers would be very timely. All we ask is that you pay us \$50 for every arms handed back. We have notified General Fan, Commander Liu and General Li to delegates official to protect the arrangement of distribution."

Answer: The Government is an organization to serve the people. It is not a monopoly by any individual or by any party. Whether the people obedient or not depends upon whether there is any value in such obedience. This is true to wit: Foreign and Chinese History. If we are to be threatened as we have been used to before, we have to refer to what Louis XIV. has suffered, when saying: "L'état c'est moi." Now think over, in the last part of your letter you said that you would protect the people, and in the first part of your letter you said that you were always protecting the people. As regards these two phrases we would request brothers from all over the world to verify the facts. Ever since the Generalissimo Dr. Sun has entered the Province of Kwangtung, kidnapping and robbery has never ceased. What is then meant by "protection"? Because of the fact that we get no protection we had to organize Volunteers, and because of the Merchant Volunteers having been from time to time trodden upon, we had to organize a federation of the Provincial Volunteers. We spare no money, no risk and no spirit, hoping we can make life out of death. From this one can see what a state we have been in. Now the Government tries to suck the life out of this organization and then deny them self-protection. They dissolve the headquarters and detain these arms until the people had to resort to strikes. Then the Government tried to pile up crimes on us, they threatened to utilise the gunboat *Wing Fung* to bombard Saikwan, afterwards threatening to use 300 tins of kerosene oil to burn up the whole city, putting all the merchants shops under Military Law. Are these actions in accordance with what the Government calls protection? What we have stated above we know will need no other words, but we cannot but say other words.

We now trust in Providence.

KWANGTUNG PROVINCE MERCHANTS VOLUNTEER CORPS.

EXPLOSIVES CHARGE. WARRANT ISSUED FOR MAN'S ARREST.

Tsang Pun Nam, a stonecutter's foreman, was charged on remand before Mr. R. E. Lindell at the Central Magistracy yesterday afternoon, with the unlawful possession of 40 sticks of dynamite, 40 detonators, and one coil of fuse wire.

As he did not appear, his bail in \$250 was estimated, and a warrant issued for his arrest.

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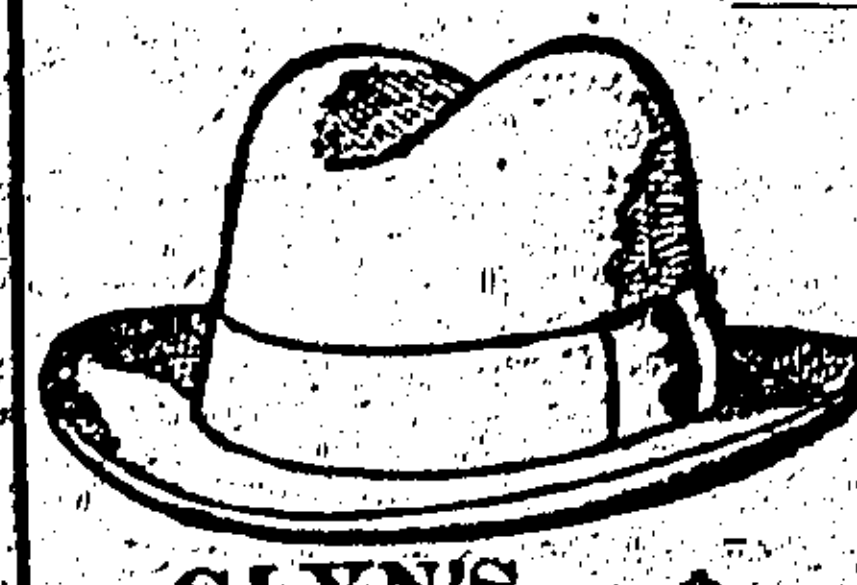
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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]THE HEDJAZ THRONE.
HUSSEIN'S SON.

CAIRO, October 6th.
An official telegram announces that Hussein's eldest son Emir Ali has accepted the throne of Hedjaz, but not the Caliphate.

The Hedjaz national committee states that Emir Ali was offered the throne, on condition that he conformed to the wishes of the Hedjaz people.

SIR CHARLES ADDIS.

BELMONT, October 5th.
Sir Charles Addis will be the British representative on the general council of the Reichsbank under the Dawes re-organisation scheme.

DUTCH LONG DISTANCE
FLIGHT.

CONSTANTINOPLE, October 5th.
The Dutch airmen have not yet arrived, having encountered a fog after leaving Sofia and being compelled to land at Philippopolis.

EARLIER CABLES.

ITALIAN FASCISM.

SIGNOR MUSSOLINI REVIEWS
POLICY.

MILAN, October 5th.

A Government composed of mediocrities which is continuous, is better than a Government of geniuses which is subject to interruption. No nation becomes powerful unless disciplined.

These two dicta were enunciated by Signor Mussolini in a speech to the Constitutional Association in which the Premier reviewed the achievements of Fascism, its social legislation, its respect for the King, the Church, and the Constitution, which had made it a world-wide topic during the past two years, drawing many from as far as China, Japan and Australia to study it. "Evidently those countries are suffering from lack of authority, as Italy was before October, 1922."

He announced the re-opening of Parliament on November 10th, in order to discuss the decree laws and international treaties, Budget reorganisation, and the Army. The Fascists desired peace among the parties, but their opponents must first accept established facts.

BOKHARA TO JOIN THE
SOVIETS.

Moscow, October 5th.

Five aeroplanes sold to the Afghan Government have flown from Termez to Kabul over the trackless Hindukush mountains.

It is semi-officially stated that the Bokhara Ambassador has presented a note to Chicherin requesting Bokhara's inclusion in the Union of Soviet Republics.

FRENCH DEVASTATED
REGIONS.

A NATIONAL LOAN.

PARIS, October 5th.

In a speech at Nîort, M. D'Albiez announced that a National Loan would shortly be issued with a view to procuring two hundred million francs monthly to speed up the reconstruction of the devastated regions.

LATEST CABLES.
REUTER'S AMERICAN SERVICE.THE WORLD'S SPORT.
AMERICAN BASEBALL.

WORLD CHAMPIONSHIP.

WASHINGTON, October 5th.

The Washington team (American League) defeated the New York team (National League) in the second game of the world championship by four runs to three.

FINNISH LOAN IN NEW YORK.

HELSINKI, October 5th.

A group of municipal authorities from 28 Finnish towns have concluded arrangements with the National City Bank, New York, and the National City Company to float a 30 years' \$7,000,000 loan bearing interest at six and a half per cent.

THE CIVIL WAR IN
CHINA.

[THROUGH REUTER'S AGENCY.]

A NEW TURN.

LONDON, October 6th.

The Times Riga correspondent says that the Bolshevik clamour in regard to the alleged Anglo-American intervention in China has now taken a new turn. The Bolsheviks now denounce the "subtle policy of the Imperialists," who, they alleged, are covertly and largely assisting Wu Pei Fu. The Bolsheviks are evidently considering Wu Pei Fu's success against Chang Tso Lin. This is assured unless Chang Tso Lin receives help from Japan. They are attempting to entice Japan into some sort of a compact with the Soviet, and into intervention on behalf of Chang Tso Lin.

[BY COURTESY OF THE "DAILY BULLETIN."]

CHINESE EASTERN RAILWAY.

OFFICIAL ARRESTED.

HARBIN, October 5th.

M. Michailov, head of the economic department of the Chinese Eastern Railway, has been arrested.

MARTIAL LAW AT HARBIN.

HARBIN, October 5th.

Martial law has been declared here.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

JAPAN AND CHINA.

FOREIGN OFFICE DEMONSTRATION.

TOKYO, October 6th.

This afternoon three members of the reactionary society so-called the "Patriotic Society," forcibly entered the Foreign Office to demonstrate against Japan's policy towards China, distributing handbills and setting forth their views regarding their country's proper policy. They entered the Minister's room, which was empty, but encountered other officials, who were roughly treated. The ruffians were finally arrested.

LATER.

Men drove up in a motor and demanded an interview with the Minister. They were informed that he was absent. They forced their way into his room and afterwards went into the neighbouring rooms and corridors, where they roughhanded the secretaries and other officials, committing other outrages. Simultaneously they declared "Japan is shamed by a weakened policy of Government towards China." The police were summoned and arrested the ruffians with difficulty.

A handbill declared that the safety of Japan's subjects in China, as well as her economic interests, would not allow her to remain passive to an onslaught of China's present disturbances unless the proper policy was adopted. "Now it will be too late, when war should spread her sphere of interest."

NEW MAYOR OF TOKYO.

TOKYO, October 6th.

Mr. Zeko Nakamura, ex-President of the South Manchurian Railway, has been elected Mayor of Tokyo.

"YIYANG MARU'S" OFFICERS
RELEASED.

PEKING, October 6th.

After just a year's captivity two officers of the Yiyang Maru were released on the 4th inst. at Tungjen. They are now on their way to Changsha.

Manila, without a radio broadcasting station at the present time, is likely to have a surplus in the near future, to judge from the recent incorporations of radio companies formed for that purpose, says the Manila Times. The Far Eastern Radio Co., Inc., was registered last week with a capital stock of P.400,000 to erect a broadcasting station powerful enough to communicate with Japan, China, India and Java, and to engage in commercial radio work as well. In addition, the Radio Corporation of the Philippines, registered on September 30th, with a capital stock of P.100,000, would cover the same field. It is considered likely that one of the two corporations will absorb the other before actual construction work is started by either.

WAR NEWS FROM THE
CHINESE PRESS.UMBRELLAS FOR THE CHRISTIAN
GENERAL'S TROOPS.

Prior to the departure of Marshal Feng Yu Hsiang's troops from Nanyuan (Peking) for Jehol, the Chamber of Commerce and other public organizations of Nanyuan presented numerous "Wauminshan," or umbrellas, with myriads of names, as a token of their deep appreciation of the services rendered by the officers and soldiers of the Christian General during the course of the last couple of years, especially their services in saving the dykes of the Yuntung river from overflowing this summer. The shop-keepers of Nanyuan expressed to General Feng their appreciation of the good discipline of his troops. All the officers and privates paid for everything they took from the sellers and, consequently, there was no trouble when the troops were suddenly despatched to Jehol. This is the chief reason why the Christian General's men are considered to be the best disciplined troops in China, with the possible exception of the famous third army division under the personal command of Marshal Wu Pei Fu.

THE BOMBING OF SHANHAIKWAN.

A Chinese news agency at Peking states:—Mukden despatches indicate that owing to the aimless dropping of bombs by the Fengtien aeroplanes at Shanhaikwan and Chinwangtao, endangering the safety of the foreign residents, the foreign Consuls in Mukden have called the attention of General Chang Tso Lin to this dangerous and unmilitary action of his troops. But Chang Tso Lin demands the removal of all foreign residents from Shanhaikwan and Chinwangtao, and at the same time, he has ordered an increase of the weight of the bombs of the aeroplanes from 25lbs. to 30lbs. each. According to official reports, the Government Aviation Department has now completed the concentration of the aeroplanes, bombs and explosives at the headquarters of the first army at Shanhaikwan, and it is thus expected there will be a duel in the air shortly.

JAPAN AND INTERVENTION.

In consequence of rumours of Japan's intention to intervention in the Chinese civil war in North China, the Shengking Shih Pao (Chinese newspaper edited and controlled by Japanese in Mukden) quotes the remarks of a "certain" responsible and important Japanese official on Japan's attitude as follows:—"The policy of Japan towards the civil war in China at the moment is one of strict non-interference. This, however, does not mean to say that Japan should calmly look on, with folded arms. If Fengtien, Kirin and Heilungkiang, where Japan holds immense vested interests and rights, should be enveloped in endless confusion and disturbances, Japan's interests in Manchuria are inseparable, and for the preservation of her national interests and prestige therein she must resist any menace from any quarter by all means and regardless of consequences. When the time comes, such resistance on the part of Japan must not be misconstrued by others as interference in China's domestic questions. For the sake of her national existence and independence, Japan was once forced to fight both against China and Russia. There is a line of distinction between resistance and interference. Hence, for the present, Japan is adhering to her policy of strict non-interference in China's internal wars, but, simultaneously, she is keeping a close watch on the developments of the Chinese general situation."

MARSHAL CHANG'S RECOGNITION
OF SOVIET RUSSIA.

According to Japanese information, General Chang Tso Lin has not signed any secret agreement with Japan, as reported in the Chinese Press; but he has signed an agreement with the Soviet representative in Mukden concerning the administration of the Chinese Eastern Railway as well as Manchuria's recognition of Soviet Russia. In this way, Chang Tso Lin hopes that the Fengtien troops who are now guarding the Chinese Eastern Railway will become available for opposing the armies under Marshal Wu Pei Fu.

CHINA'S NAVY.

Admiral Tu Hsi Kuei officially confirms the capitulation of the five so-called independent warships of the Chekiang Navy to the Government Navy in the Yangtze valley and says that within a couple of days, the whole Government squadron will steam into the Woosung harbour to attack the headquarters of the rebels at Lunghua and Kaohang-miao. Admiral Tu expresses his high appreciation of the energy and intelligence of Commander Chao Chao Jui and others who brought the five seceded ships to the Government Navy and recommends that they be amply rewarded by the President for their services. Admiral Tu also reports that Rear-Admiral Li Ching Hai is in supreme command of the combined naval forces at Woosung.

SHANSHI GOVERNOR AND THE
ANFU PARTY.

It is interesting to note, says the Asiatic News Agency, that since the beginning of the Kiangsu-Chekiang civil war, all the leaders of the Chihli party have denounced the Anfu leaders. Lu Yung Hsiang and Ho Fen Lin, as national traitors and peace disturbers and they unanimously demand their immediate suppression by force of arms. But General Yen Hsi Shan, the so-called "model" Tsuchun of Shansi, has uttered not one word of denunciation against his comrades and consequently, there is a report, that he will be removed from post shortly. Now for his own sake, he is sending 10,000 troops to Shanhaikwan.

"NOTABLE VICTORIES" DENIED.

A Peking message says:—The headquarters of Marshal Wu Pei Fu officially denies the Mukden despatch carried by the Japanese Eastern News Agency and the Sino-Japanese news agency that Chang Tso Lin's troops have captured Chaoyang. According to official information, there are now at Chaoyang the whole body of the Yichun troops under the command of General Li Chen Piao, Tung of Jehol, while the majority of the Thirteenth Division troops have also arrived there, so that Chaoyang is believed to be quite safe, though there have been small skirmishes between the national army and Chang's troops. It is believed that on account of this false alarm raised by these foreign news agencies, the military censors have been instructed to exercise strict vigilance and rule out their messages in the future.

IMPRISONED SENATORS
RELEASED.

By order of Marshal Wu Pei Fu, the Peking police have released Senator Peng Yang Kuang and another member of the Parliament. Both left for Tientsin after several days' favourable treatment by the detectives. In its petition to the Headquarters of the Commander-in-Chief pleading for the release of the M.P.'s, the Administrative Council of the Chungyuan says that Parliament supports the action of the Government in the war of suppression against the rebel leaders, Chang Tso Lin and Lu Yung Hsiang, in the north-east and the south-east by force of arms, as this power has been invested in the President of the Republic by the 35th and 36th articles of the National Constitution, so that none of the M.P.'s has ever criticised the campaign of suppression. Marshal Wu, therefore, immediately ordered General Hsieh, chief of the police, to set the M.P.'s free without penalties.

THE WAR CHEST.

Mr. Chang Yin Hua, former Minister of Finance, has been appointed high financial adviser to Marshal Wu Pei Fu, and he has been instructed to devise measures in co-operation with the financial authorities to raise funds for meeting the heavy expenses of the campaign to suppress Chang Tso Lin. In reply to the enquiries of the Administrative Council of the Chungyuan for funds, Premier Yen declares that owing to the military situation, Marshal Wu is in full control of the national finances. But the Marshal always consults Wang Keh Min (the Minister of Finance) about his monetary needs.

WINTER CLOTHING FOR TROOPS
OF DR. SUN'S EXPEDITION.

An order has been issued by Salt Chak Yu, commissioner of the Tang Administration, to purchase 30,000 suits of cotton padded uniforms and an equal number of blankets for the troops bound on the Northern Expedition. In view of the approaching cold weather especially in the north, these uniforms and blankets are urgently needed, says the Canton Gazette. Mr. Tang has been ordered to forward the goods to Headquarters at Shuiukwan for distribution as soon as they are made.

AN EXTRAORDINARY
APPOINTMENT.

The Gold Coast Government, says Truth, has made a premature appointment on extraordinary terms to the Principalship of the proposed Achimota College. This is a new institution for native students, the building of which will probably not be completed for another three years. Already, however, the Government has appointed the Rev. Gordon Fraser as Principal, and has introduced into the Legislative Council a Bill providing (1) that he shall receive a pension of £250 per annum on his retirement, and (2) that a gratuity of £1,750 shall be paid to his estate if he should die before the end of his term of office.

Mr. Fraser, who was formerly head of a missionary school in Ceylon, may be a very good man for this West African post in all respects but one. The exception is, however, decidedly important. He is about 55 years of age, and as he is to retire at 60, this means that the college will only enjoy the benefit of his services for two years, and that the colony will then be saddled with the pension of £250 a year. The arrangement seems to be indefensible. It is surely unnecessary that any appointment at all should be made so long before the opening of the college, and, in any event, a younger man ought to be chosen.

TRAM TICKET CASE APPEAL.
REVERSED POLICE COURT
DECISION.

The Hongkong Tramway Co., Ltd., appealed before Mr. R. E. Lindsell at the Central Magistracy yesterday morning, against a recent decision in which a ten-shop loki was discharged when brought up for travelling on a tram with a monthly ticket belonging to his employer.

A conductor, giving evidence, said that the defendant got on his tram, and sitting down in the first-class compartment, showed a first-class monthly ticket. Witness, being suspicious because the defendant had no shoes or stockings on, questioned him, and defendant confessed that the ticket was his master's. Witness called an inspector, and handed the defendant over to him.

Defendant pleaded that on the night in question, his master, who was going to Canton, rang him up on the telephone and ordered him to him on the s.s. Paul Beau. Defendant did so, and the master handed him the monthly ticket, telling him to take it back to the ten-house, for fear that he (the master) should lose it on his journey.

The hearing was adjourned until the afternoon for the master's evidence, and this corroborated the defendant's plea, except that the employer denied that he had given the man permission to use the ticket.

After a lengthy legal discussion between His Worship and Mr. Wadeson, for the Tramway Company, the defendant was ordered to pay a fine of \$5. The fine was paid.

SCHOOLMASTER ACQUITTED.

CHARGE OF ASSAULT ON A
BOY FAILS.

A Chinese schoolmaster appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday, charged with assaulting a Chinese schoolboy under his instruction.

Dr. W. Patterson, of the Government Civil Hospital, stated in evidence that he examined the boy, who had two linear marks just outside the right thigh. The marks were red, and the skin was broken. A very severe blow would be needed to cause such a mark the veins could have been made with the handle of a feather duster. There were also multiple linear weals on the right and left arms, especially noticeable on the left elbow. On each flank were marks similar to those on the thighs and calf. Witness would imagine that between one dozen and two dozen strokes had been administered. The indications were that a severe thrashing had been inflicted, but witness would not say that it was an unduly severe one. The marks were probably the result of one beating only.

Mr. E. S. C. Brooks, defending, submitted that there was no possible case against his client. The evidence of the boy's mother, given at a previous hearing was quite unreliable, for whereas on one occasion she had said that she did not request the defendant to punish the child, in another statement she declared that she had done so. The boy's evidence was also not to be relied upon, for whereas another boy who, Mr. Brooks contended, was an entirely independent witness, said that only ten strokes, on the buttocks had been given, the boy who had beaten asserted that he had received thirty strokes. The other boy had said that he noticed certain weals on the complainant boy's face before the beating took place. The defendant was discharged.

SNATCHER SENT TO PRISON.

INCIDENT IN CHATHAM ROAD.

At the Kowloon Magistracy, yesterday morning, a Chinese who snatched a handbag from Mrs. Westley of Aimal Villas, was sent to prison for six months with hard labour and ordered 12 strokes of the birch.

It appears that Mrs. Westley was walking along Chatham Road carrying some parcels and a handbag and when she was near the Carnarvon Road end he deftly came up behind and snatched the bag. Mrs. Westley gave chase and called for help. Two Portuguese joined in the chase and they succeeded in catching the thief in Carnarvon Road. The bag was not in his possession when he was stopped, but a coolie came along and holding out the missing bag, asked for a reward. The coolie said he recovered the bag from some waste land near the Carnarvon Road. The handbag contained jewellery and money to the value of \$350.

SHAM TSENG ARMED
ROBBERY.

CHAUFFEUR'S EVIDENCE.

SIX CHINESE AGAIN REMANDRED.

Six Chinese, concerned in a recent armed robbery at the village of Sham Tseng in the New Territories, again appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon.

The defendants were charged with having in their possession a revolver and an iron bar, and also with assaulting several Chinese at the village of Sham Tseng and stealing \$250, three tins of cigarettes and some packets of cigarettes.

A further charge was that on the same date, August 29th, they had a revolver and seven rounds of ammunition without a permit from the Captain Superintendent of Police. Yet a further charge affected the fifth and sixth defendants only. These two men were charged with having in their possession at 18, Yat Tak Road, Kowloon City, 57 rounds of ammunition without a license. The fifth defendant was also charged with having 12 percussion caps in his possession.

The chauffeurs of the two cars hired by defendants give evidence yesterday. The first chauffeur said that the men directed him to drive to Sham Tseng. Five of them left the cars, but one remained. After about 20 minutes the five men returned. In reply to a question put by Mr. Hamilton, witness said while the men were away he did not hear any noise of shooting.

When the men had seated themselves they told him to drive away as fast as he could. On the return journey the police signalled him to stop. One of the men shouted to him not to stop but to drive on, but he pulled up. The evidence of the second chauffeur was heard, and the Magistrate adjourned the case.

"WHICH IS LYING?"

MAN ACQUITTED IN ASSAULT
CHARGE.

Before Mr. R. E. Lindsell at the Central Magistracy, yesterday, a coolie, 41 years of age, was charged with assaulting a married woman on September 25th. It was stated that on two occasions the defendant had defended \$50 from the complainant's husband for the latter's entrance fee to a Triad Society which he was unwilling to join. The \$50 was therefore refused. On a third occasion, the defendant called at the house when the woman's husband was absent, and proffered his demand. On being again refused, defendant assaulted the complainant.

The husband, giving evidence, said that on the day of the alleged assault, he was summoned home from his work, and his wife lying on the floor with bruises on her legs and other parts of her body. She was unconscious, but on recovering, she made a statement to witness about the defendant. On September 27th, witness saw the latter gambling on the Wing On Wharf. Witness called a constable and gave the defendant in charge.

On complainant's small son being called to give evidence, the father (the last witness) called out from the well of the Court that the child was at school when the assault took place. The boy, however, in the witness-box, declared that he was at home and saw his mother hurt.

His Worship: Witness of the two is lying, the father or the son?

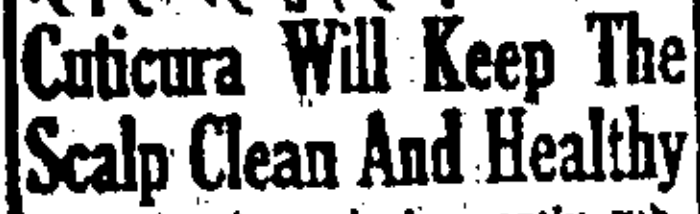
Almost immediately afterwards the Magistrate discharged the defendant, remarking on the very unsatisfactory nature of the evidence.

SHIPPING DOCUMENTS.

BANKERS' AND SHIPPERS' DEAD-
LOCK AT SINGAPORE.

In the course of his address at the half yearly meeting of the Singapore Chamber of Commerce last week, the Chairman (Mr. D. Drummond) said:—

"Several members have complained that they find difficulty in getting delivery of goods arriving to their consignments, documents for which are delayed in arrival and a position has arisen whereby Banks insist upon limiting their liability in respect of letters of Guarantee endorsed by them to enable consignees to obtain delivery of their goods pending arrival of bills of lading. The Shipping Companies on the other hand are unable to deliver cargo unless those guarantees are unlimited and between those two sections of the business community something like a deadlock has arisen. Your Committee has examined the position carefully and in an endeavour to bring pressure to bear on the parties concerned, has protested against the attitude which has produced the deadlock has been addressed to the authorities in London. I understand that the subject is being discussed in London and we hope soon to learn that a way out of the difficulty has been found. That is how the matter stands at present and I have hopes that our efforts to bring about a more tolerant state of affairs will meet with success."



19

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:-

SIR,—I beg to acknowledge the receipt of your letter of the 2nd instant and am desired by the Prince of Wales to thank you for copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE OF CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary)

The Managing-Editor,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Tuesday, 4th Nov.

BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"MEXICO MARU" ... Wednesday, 22nd Oct.

"CHICAGO MARU" ... Monday, 24th Nov.

BOMBAY via Singapore and Colombo.

"AMUR MARU" ... Monday, 20th Oct.

"SHINNO MARU" (Calls at Penang) ... Thursday, 23rd Oct.

"ALPS MARU" (Calls at Penang) ... Tuesday, 4th Nov.

BANGKOK via SAIGON.

"BUSHO MARU" ... Saturday, 1st Nov.

CALCUTTA via Singapore, Penang & Rangoon.

"HAGUE MARU" ... Sunday, 28th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ALABAMA MARU" ... Wednesday, 22nd Oct.

NEW YORK via Japan Ports, San Francisco and Panama.

"ALASKA MARU" (From Kobe) ... Wednesday, 18th Oct.

JAPAN PORTS.

"ANDES MARU" ... Tuesday, 7th Oct.

"CIBES MARU" ... Tuesday, 14th Oct.

"INCO MARU" ... Tuesday, 21st Oct.

"ALABAMA MARU" ... Wednesday, 22nd Oct.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" ... Sunday, 13th Oct., 11 a.m.

"KAIJO MARU" ... Sunday, 19th Oct., 11 a.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 9th Oct., 10 a.m.

TAKAO & KEELUNG.

"BUSHO MARU" ... Thursday, 18th Oct.

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S.S. "ISLA DE PANAY" ... 21st Dec.

For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

S.S. "O. LOPEZ Y LOPEZ" ... 18th Oct.

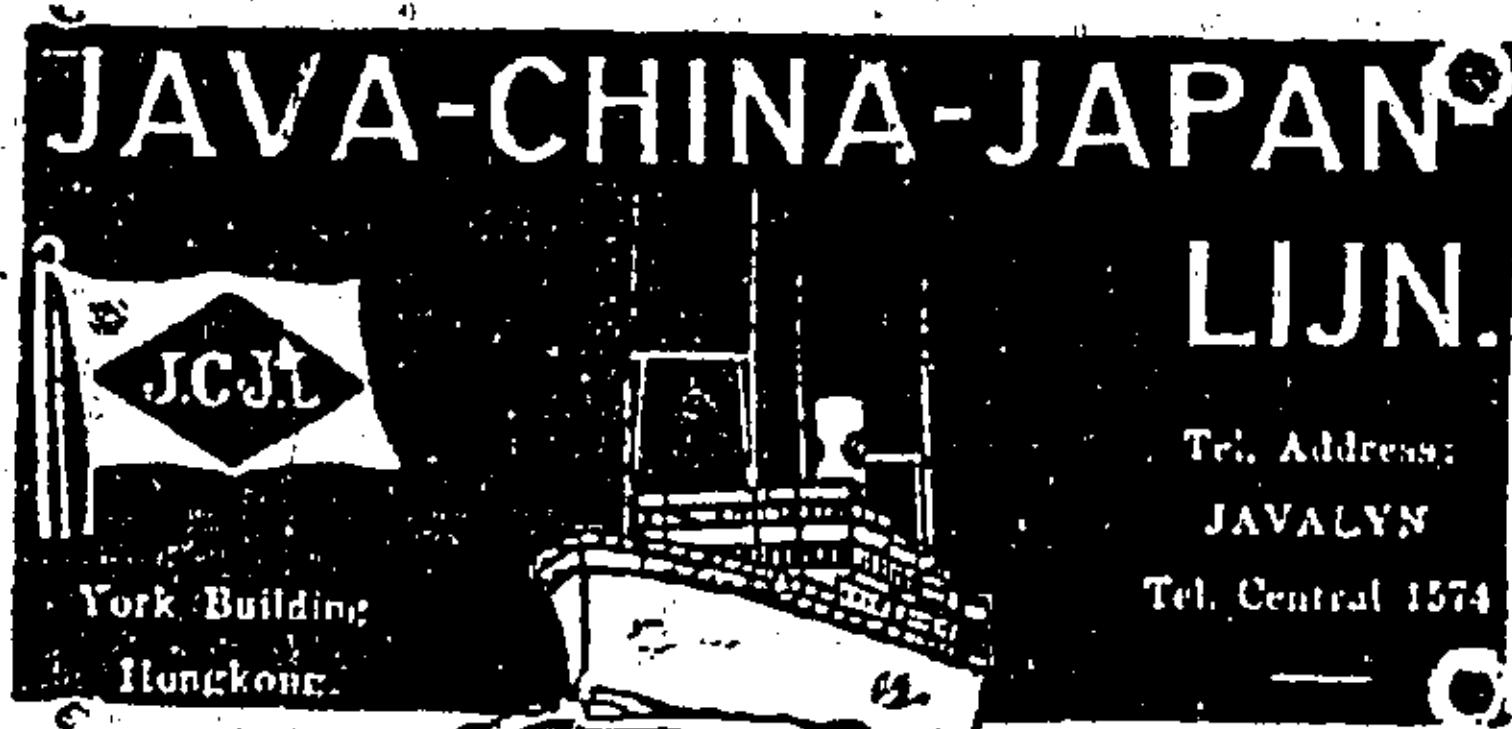
S.S. "ISLA DE PANAY" ... 3rd Dec.

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TIJEMBANG	JAVA	10th Oct.	14th "	SHANGHAI
ENGLESTAN	BATAVIA	12th "	18th "	BATAVIA
TJIMANOROK	JAPAN	17th "	19th "	MAKASSAR & SOERABAYA
TJILWONG	SHANGHAI	17th "	23rd "	JAVA
TJIPANAS	JAVA	18th "	22nd "	SHANGHAI
TJIKINI	NORTH CHINA	19th "	20th "	JAVA via BATAVIA
TJISONDARI	BATAVIA	23rd "	29th "	SHANGHAI & NORTH CHINA
TJIKARANG	JAVA	24th "	30th "	BATAVIA
TJIKANDI	SHANGHAI	3rd Nov.	10th "	MAKASSAR & SOERABAYA
TJIKINI	SHANGHAI	3rd Nov.	10th "	MAKASSAR & SOERABAYA
TJIBODAS	JAVA via MANILA	9th "	15th "	AMOI & SHANGHAI

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Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Panama" ...	16th October	2nd December
M/S. "Africa" ...	6th November	—
M/S. "Malaya" ...	10th December	—
M/S. "Andam" ...	1st January	—
M/S. "Australia" ...	2nd February	—

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WEATHER BELIEFS.

STILL AS POPULAR AS EVER THEY WERE
ANCIENT AND MODERN.

[BY H. HARRIES.]

It goes without saying that everybody is interested in the weather and its extraordinary eccentricities, but notwithstanding the endeavours of philosophers throughout the ages, we are still in the profoundest ignorance as to the natural forces which at times curb it so that it behaves in a manner favourable to our pleasures or at other times set it free to play havoc with all our hopes. Even in such a comparatively stable climate as that of Egypt the subject was so engrossing that forty centuries ago the almanac maker tried his hand at weather prediction, and since then it has exercised the ingenuity of the philosopher and the charlatan in all countries, but the measure of the success attained thus far is the fact that we are still struggling with the difficulties met with on the far outer fringe of the subject, the citadel itself being enveloped in mist in the far distance. In ancient and mediæval times, when "the whole world" meant an observer's immediate neighbourhood, the moon, the planets, and the stars—in conjunction, opposition, trine, quadrature, etc.—were believed to be makers of terrestrial weather, in accordance to a suggestion made in these columns a few years back, the idea that noise was a cause of rain must have originated with the first thunderstorm on record—that of one of the plagues of Egypt. Although the scientific study of meteorology has made some progress since the middle of last century, these old-world beliefs may be said to be still as popular as ever they were. But if our weather depends upon the positions of the moon, planets, and stars, the problem of predicting the behaviour of our seasons, and indeed of our years, years in advance would have been accomplished long ago, for astronomical progress has been such that we know, years before-hand, the exact positions of the heavenly bodies, when they will be in opposition, quadrature, and so forth, and whether the moon will appear upright or on her back. All this knowledge, however, has not sufficed to enable us to foresee what the terrestrial weather will result from any of the astral combinations, and our conclusion therefore must be that the popular belief is a popular error.

GUNS AND FERN BURNING.

As to the possibility of controlling the weather by mechanical means the idea doubtless originated with the belief that noise caused rain, because from the noise of thunder it passed to the noise produced by the clash of arms and armour, in battles, and so on down through the centuries with the discovery of explosives and guns, and their ever-increasing violence, until during the recent Great War, the popular view was strengthened by the rainstorms which accompanied some of the operations. As usual in such matters, the casual observers took cognisance only of the particular features in which they were interested, so it quite escaped them that during the most violent and noisy bombardment of the war the weather was beautifully fine and rainless. Of course, there were many who were convinced upon one side only of the evidence, that the Germans had solved the problem of weather-making for their own benefit; but, as Sir Napier Shaw pointed out in his Rede Lectures at Cambridge, in 1921, the power required to produce those rainstorms was so enormous that it would have taken the Germans, from the time of Adam to the present day to convey it from Berlin to the Western Front! It will be recalled that after the close of the war elaborate preparations were made to test the point in London, and the result was an absolute failure, not a drop of rain falling. Another form of mechanical rain production long lived in was by means of heated air. Espy, the American meteorologist, had strong views on the subject, and in 1840 his plan was discussed by the British Association. But this was nothing more than the kindling of large fires, prairies, woods, etc., an idea which went back centuries, for we find the Earl of Pembroke, in 1631, writing to the High Sheriff of Staffordshire, "His Majesty hath commanded me to write unto you to cause all burning of Fenne to before borne until his Majesty be passed the country," because "burning of Fenne doth draw down rain."

WIRELESS.

Sooner or later one or other of our modern discoveries was sure to be enlisted in the cause of artificial rain production, and towards the close of 1910 the persistent wetness of November and December brought forth a crop of accusations against wireless telegraphy as the real culprit, the accusers hailing from both sides of the Channel. Specious arguments were advanced that wireless messages set up waves in the air, and as there were multitudes of messages travelling in all directions the air had got mixed up into a terrible tangle, and there was nothing for it but to drop its moisture in torrents on to the earth. Then followed nine months of Copernican dry weather, and the wireless argument collapsed. The guns and not the wireless were requisitioned in the attempt to explain the rains of the war, but this year there is nothing left but wireless to account for our discomfort, so we are asked to believe in broadcasting causing all the electrical disturbance and rain which we have had during the last few months. As usual, our present weather, be it good or bad, is always a "record." It is always forgotten that we have had more and worse thunderstorms and heavier rains in many past years, and long before wireless was dreamt of. Those who invite us to give credence to their notion that wireless waves churn up the air into a boiling pot either do not know or have forgotten that the various waves—light, sound, electrical, etc.—do not interfere with each other; any more than do similar waves, the swells of the oceans of water, half a dozen or

(Continued on next Column.)

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM AND STRAITS.

THE Steamship

"GLEN SANDA" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th October, 1924, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 6th October, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Consignees are hereby notified that before Bills of Lading can be countersigned the General Average Agreement must be signed a Deposit 2% paid.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 2nd October, 1924. 71318

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship

"R O S M O" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th October, 1924, will be subject to Rent.

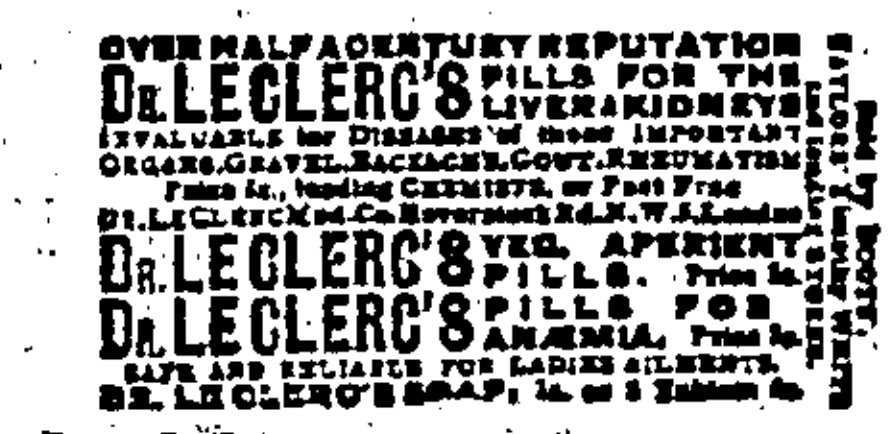
All Claims against the Steamer must be presented to the Underwriter on or before 15th October, 1924, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 2nd October, 1924. 13925



more of which from as many different directions are sometimes seen crossing each other and passing along on their several courses. Look at our Broadcasting Programmes daily; they form but a small fraction of the number of wireless messages flying about all over the world. Their transmission would be impossible were they to be all jumbled up in the suggested collisions, but that they all promptly reach their several destinations forms positive proof that there are no collisions and confusions en route. Since the introduction of wireless London has had both its wettest and its driest years in 110 years—1903 with 35.5 in. of rain, and 1921 with only 12.1 in., and the average rainfall for the past 20 years has been about an inch per annum less than that for the years 1816-35, when there was no Great War or wireless. The evidence is thus entirely opposed to our regarding wireless as a factor in rain production.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

HAIPHONG via HOLOH	"MINGSANG"	Tuesday, 7th Oct., 10 a.m.
SINGAPORE	"HINSANG"	Tuesday, 7th Oct., 1 p.m.
BANGKOK via SWATOW	"KWAISANG"	Tuesday, 7th Oct., 5 p.m.
TIENTSIN	"TINGSANG"	Wednesday, 8th Oct., 10 a.m.
SHANGHAI via SWATOW	"TAKSANG"	Friday, 10th Oct., 10 a.m.
MANILA	"LEESANG"	Saturday, 11th Oct., 11 a.m.
TIENTSIN	"CHIPSANG"	Saturday, 11th Oct., 10 a.m.
SHANGHAI via SWATOW	"CHIPSANG"	Sunday, 13th Oct., 10 a.m.
KOBE via MOJI	"HOSANG"	Sunday, 13th Oct., 10 a.m.
STRAITS & CALCUTTA	"HOSANG"	Monday, 14th Oct., 5 p.m.
BANGKOK via SWATOW	"HOPSANG"	Monday, 14th Oct., 5 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

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SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila, by vessels, with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong both ways.

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TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chiao-tung.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "HOSANG" will be despatched on or about Monday, 13th Oct., 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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"GLEN GARRY" ... 16th Oct.	"GLEN GARRY" ... 14th Nov.
"GLEN APP" ... 30th Oct.	"GLEN APP" ... 8th Dec.
"CARMARTHES SHIRE" 13th Nov.	London, Rotterdam & Hamburg.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

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THE GLEN LINE, LTD., AGENTS.

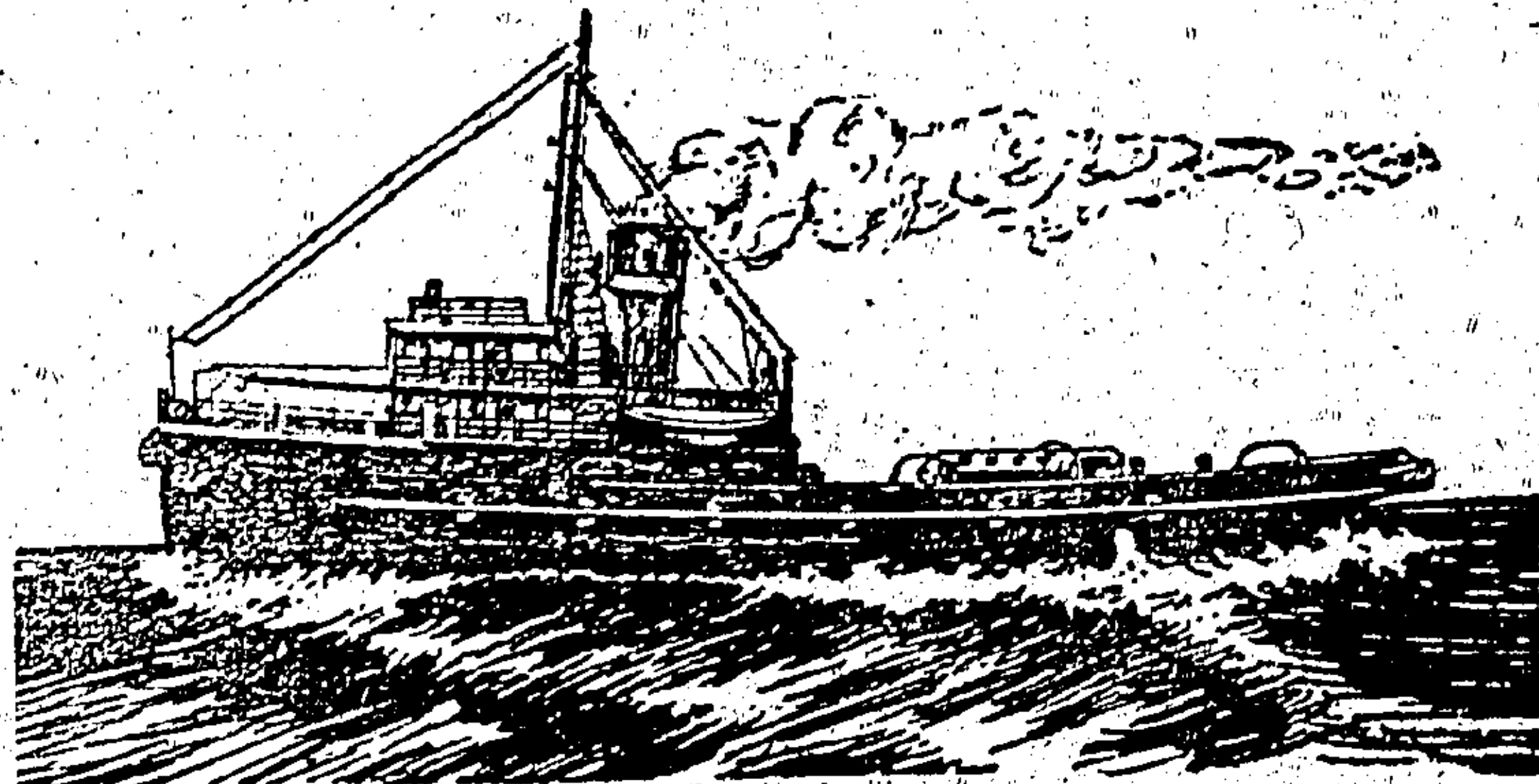
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SHIPPING NEWS

ARRIVALS.

October 4th.
Kiatsing, British str., 1,238 tons, Capt. Miller, from Newchwing and Wei-haiwei, with 1,160 tons of beans, lying at buoy No. 41—B. & S.

October 5th.
Hakone Maru, Japanese str., 10,430 tons, Capt. T. Sekine, from Singapore, which port she left on September 30th, with a general cargo, lying at Kowloon wharf—N.Y.K.

Tamashiki Maru, Japanese str., 886 tons, Capt. K. Miyazaki, from Keelung, with a cargo of coal, lying at buoy No. 48—M.B.K.

October 6th.
Ango Maru, Japanese str., 3,741 tons, Capt. M. Takamizaki, from Moji, with a general cargo, lying at buoy No. 46—T.K.K.

Sandwich Maru, Japanese str., 2,850 tons, Capt. K. Yasui, from Karatsu, with a general cargo, lying at buoy No. 42—Nippon Yusen Kaisha.

October 7th.
Georgie, British str., 1,169 tons, Capt. Geo. E. Matthews, from Tientsin, with a general cargo, lying at buoy No. 43—Jardine, Matheson & Co.

C. Lopez y Lopez, Spanish str., 2,450 tons, Capt. P. Miranda, from Manila, with a general cargo, lying at buoy No. 42—Borlino Bros.

Sumo, Dutch str., 1,538 tons, Capt. J. C. Anker, from Singapore, lying at Wharf—Asiatic Petroleum Co.

President Pierce, American str., 8,393 tons, Capt. G. T. Janney, from Manila, with a general cargo, lying at Kowloon wharf—Pacific Mail S.S. Co.

Swingway, British str., 1,394 tons, Capt. N. H. Leitch, from Shanghai and Amoy, with a general cargo, lying at buoy No. 47—B. & S.

CLEARANCES.

October 6th.

Hakone Maru, for Shanghai.

Sumo, for Amoy.

Kiatsing, for Canton.

Kiatsing, for Shanghai.

Swingway, for Hoibow.

Swingway, for Canton.

Swingway, for Swatow.

Swingway, for Kwang Chow Wan.

PASSENGERS.

ARRIVALS.

For P.M. s.s. *President Pierce*, from Manila, on October 6th:—To Hongkong: Mrs. H. Blecker, Capt. C. S. Bookwalter, Mrs. W. Bruce, Mr. Cham Chio, Mrs. Cheung Wan, Mrs. Chin See, Mr. James Cooley, Mrs. H. Eckart, Mr. D. Felix, Mr. A. Garcia, Mr. and Mrs. B. I. Graves, Mr. M. Hanson, Mr. W. I. Marshall, Mr. and Mrs. G. Mitchell, Mr. P. Pappo, Mr. G. Sanchez, Mr. Sin Chap Sin, Mr. M. T. Ramon, Mr. T. F. Thresher, Mr. D. Wahl, Mr. H. C. Whitall, Mr. Wong Chung, Master J. L. Wong, Mr. Wong Ing Kwai, To Shanghai: Mr. and Mrs. B. F. Desbrier, Mrs. Sierra F. Fortik, Mr. H. J. Hazleton, Mr. W. S. Leonard, Mr. M. C. Mitchell, Mr. and Mrs. M. D. Munn, Mr. T. Rupert, To Kobe: Mr. K. Nakaniishi, To Yokohama: Dr. Paul Monroe, Mr. R. C. Morton, Miss A. R. Stegner, To Honolulu: Mrs. Geo. Campbell, Miss B. Campbell, Miss Emma Harris, To San Francisco: Mr. A. P. Drakeford, Mr. C. L. Dunbar, Miss G. Eagle, Mrs. B. H. Goldberg, Miss J. Goldberg, Miss F. Holman, Miss J. Lambert, Mr. and Mrs. R. B. Lockwood, Mrs. R. C. Morton, Miss A. Morton, Lieut. and Mrs. H. C. Whirwick, Mr. Wong Kin.

For N.Y.K. s.s. *Hakone Maru*, on October 6th:—Mr. T. Arnold, Mr. F. W. Barnes, Mr. T. G. Davis, Mr. J. W. Howells, Mr. J. G. Meyer, Mrs. C. W. Olson, Mr. A. H. Naylor, Miss A. M. Thomson, Mr. and Mrs. B. R. Newman and child, Mr. L. C. Boyd, Mr. A. Casati, Mr. S. H. Clarke, Capt. and Mrs. E. N. Enos and three children, Mr. and Mrs. W. D. Fraser and child, Mr. and Mrs. J. Inoshita, Col. and Mrs. K. Kashi, Mrs. P. J. Lawless and child, Mr. and Mrs. H. P. Leaver and two children, Mr. and Mrs. O. S. Little and two children, Gen. Macnaghten, Miss O. C. Macnaghten, Mr. and Mrs. H. N. Muir and child, Miss V. Williams, Miss M. S. Saunders, Mr. and Mrs. S. K. Wong and child, Mr. S. Yoneka, Mrs. N. Anderson, Mr. T. Bandoh, Mr. H. K. Peel, Mr. F. D. Parteous, Mr. and Mrs. Y. Shinoda, Mr. and Mrs. K. Tanaka and child, Mr. A. C. Thomas, Miss L. Unkelau, Mr. F. C. Young, Mr. H. Assano, Mr. A. Brunner, Mr. M. Fujii and two children, Mrs. S. Hasegawa, Mr. and Mrs. K. Kasado, Count T. Kawamura, Prof. T. Kashiya, Mr. and Mrs. T. Koorting, Mr. T. Kubota, Mr. S. Maeda, Prof. T. Matsumoto, Mr. and Mrs. M. Matsuo, Mr. K. Matoh, Major T. Nakajima, Mr. K. Ogawa, Lt. Col. Phra. Krubhobonriddhi, Capt. and Mrs. C. Quoinoi, Mr. M. Saitoh, Mrs. F. Satoh and three children, Miss S. Igurashi, Dr. T. Satoh, Mr. and Mrs. C. Smith, Mr. H. Sohma, Prof. H. Suyokawa, Lady I. Tokugawa, Mr. K. Yamaoka, Major K. Yusa, Mr. M. Shohji, Mrs. G. Ferguson and child, Mr. J. J. de Jong, Mr. W. Kerr, Miss M. E. Pyke, Mr. A. W. Satter, Mr. D. R. Warren, Miss D. Burch, Miss N. Campbell, Mrs. A. Chouhina and two children, Mr. S. L. Chang, Mr. and Mrs. W. J. Damann, Mrs. G. K. Kashi, Mr. and Mrs. C. Sackett, Mr. A. H. Steffenen, Mr. W. Vollrath, Mrs. M. Voskrossensky, Mr. A. Voskrossensky, Mr. and Mrs. I. A. Whitaku and two children, Mrs. L. J. Yates and child, Mr. K. Yokoi, Mr. B. Kaneko, Mr. and Mrs. L. H. Frank and two children, Prof. K. Inamoto, Mr. K. Kawabata, Mr. S. Kitani, Mr. S. Masuno, Mr. M. Matsuno, Mr. Z. Roman, Dr. S. Shugyoh, Mr. G. Takeyama, Mr. K. Tsukada.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, Ac.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 7th Nov.
New York & Boston	Moorish Prince	Brit.	Princes Line	On 10th Nov.
Boston & New York via Suez	Barrylochus	Brit.	The Bank Line, Limited	On 11th inst.
San Francisco via Suez & Jap. Ports & H.K.	Emperor of France	Am.	Pacific Mail S.S. Co.	On 14th inst.
San Francisco, Ac.	West Choptank	Am.	Western & Berry	On 14th inst.
Victoria & Vancouver, B.C. via Shanghai, Ac.	Empress Australia	Brit.	Canadian Pacific S.S. Ltd.	On 15th inst.
Victoria, Seattle & Vancouver via J. Port	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
Victoria, Seattle & Vancouver, Ac.	Alabama Maru	Jap.	Oasa Shosen Kaisha	On 22nd inst.
Victoria, Seattle & Vancouver	Philoctetes	Brit.	Butterfield & Swire	On 15th inst.
Seattle & Victoria, via H.K. Kobe & Yokohama	President Jefferson	Am.	Admiral Oriental Line	On 15th inst.
Marseilles, London & Antwerp	Facharr	Brit.	P. & O. S. S. Co.	On 14th inst.
Marseilles, Ac.	Amboise	Brit.	Messageries Maritimes	On 14th inst.
Marseilles, Ac.	Chantilly	Brit.	Messageries Maritimes	On 14th inst.
Marseilles, London, Antwerp via Singapore, Ac.	Parley	Brit.	Messageries Maritimes	On 9th Nov.
Marseilles, London, Antwerp, H.K. & Hamburg	Katori Maru	Jap.	Nippon Yusen Kaisha	On 8th inst.
Genoa, Rattray, Liverpool & Glasgow	City of Glasgow	Brit.	The Tank Line, Ltd.	On 8th Nov.
Genoa, Antwerp, Rotterdam, Hamburg, Bremen, Ac.	Tylenus	Brit.	Butterfield & Swire	On 13th inst.
Marseilles, London, Rotterdam & Hamburg	Trier	Ger.	Melchers & Co.	On 13th inst.
London, Hamburg, Rotterdam & Antwerp, Ac.	Antiochus	Brit.	Butterfield & Swire	On 7th inst.
London, Rotterdam & Hamburg	London Maru	Jap.	Oasa Shosen Kaisha	On 4th Nov.
Amsterdam, Rotterdam, Hamburg & Bremen	Glenegie	Brit.	Jardine, Matheson & Co., Ltd.	On 14th inst.
Amsterdam, Rotterdam & Hamburg	Oostkerk	Neth.	Java-China-Japan-Lijn	On 14th inst.
Batavia via Singapore & Colombo	Tamara Maru	Jap.	Kanamaru & Co.	On 13th inst.
Straits & Calcutta	Hosang	Brit.	Jardine, Matheson & Co., Ltd.	On 13th inst.
Singapore, Penang & Calcutta	Takada	Brit.	P. & O. S. S. Co.	On 28th inst.
Singapore, Penang, Colombo, Bombay, Ac.	Sinilia	Brit.	P. & O. S. S. Co.	On 28th inst.
Singapore, Penang, Colombo, Bombay, Ac.	Sardinia	Brit.	P. & O. S. S. Co.	On 28th inst.
Singapore & Belawan-Deli	Van Choon	Neth.	Java-China-Japan-Lijn	On 8th Nov.
Belawan-Deli, Venice & Trieste	Peria	Ital.	Ludwell & Co., Ltd.	On 8th Nov.
Wahaiwei, Chingoo & Tientsin	Hikawa	Brit.	Butterfield & Swire	On 14th inst.
Haiphong via Hongkong & Amoy	Chikwa Maru	Jap.	Yamashita Kisen Kaisha	About
Kobe via Swatow & Amoy	Takura Maru	Jap.	Yamashita Kisen Kaisha	About
Batavia	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 7th inst.
Australian Ports via Manila	Yoshino Maru	Jap.	Nippon Yusen Kaisha	On 7th inst.
Australian Ports	St. Albans	Brit.	P. & O. S. S. Co.	On 28th inst.
Australian Ports	Taiwan	Brit.	Butterfield & Swire	On 10th inst.
Shanghai, Kobe & Yokohama	Hakone Maru	Jap.	Nippon Yusen Kaisha	On 7th inst.
Shanghai via Swatow & Shanghai	Tingrang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst.
Shanghai, Hongkong & Kobe	Malwa	Brit.	P. & O. S. S. Co.	On 18th inst.
Shanghai, Hongkong, Moji & Kobe	Takada	Brit.	P. & O. S. S. Co.	On 18th inst.
Moji & Kobe	Takura Maru	Jap.	P. & O. S. S. Co.	On 23rd inst.
Yokohama, Kobe & Moji	Duschesne D'Acosta	Ital.	Dodwell & Co., Ltd.	About 30th inst.
Yokohama	Tylenus	Brit.	Java-China-Japan-Lijn	About 14th inst.
Moji & Kobe	Eastern	Brit.	P. & O. S. S. Co.	On 1st Nov.
Moji & Kobe	Takura Maru	Jap.	P. & O. S. S. Co.	On 23rd inst.
Yokohama, Kobe, Nagasaki & Shanghai	C. Lopez y Lopez	Span.	Hakone Maru	On 15th inst.
Japan Ports	Andros Maru	Jap.	Oasa Shosen Kaisha	On 7th inst.
Tientsin	Chipping	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst.
Batavia	Chikwa Maru	Jap.	Yamashita Kisen Kaisha	About 18th inst.
Calcutta, Singapore & Hongkong	Haguro Maru	Jap.	Oasa Shosen Kaisha	On 28th inst.
Calcutta via Singapore, Penang & Hongkong	Lake Gullen	Am.	Pacific Mail S.S. Co.	On
Haiphong via Hongkong	Mingyang	Brit.	Jardine, Matheson & Co., Ltd.	On 7th inst.
Swatow & Singapore	Kingyuan	Brit.	Butterfield & Swire	On 8th inst.
Swatow & Hongkong	Kwengyang	Brit.	Butterfield & Swire	On 8th inst.
Swatow, Amoy & Foochow	Hai-Ning	Brit.	Douglas Lafrank & Co.	On 10th inst.
Swatow & Foochow	Hai-fong	Brit.	Douglas Lafrank & Co.	On 8th inst.
Manila	Empress Asia	Brit.	Canadian Pacific S.S. Ltd.	On 15th inst.
Manila	Leasing	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst.
Manila, Singapore, Colombo, Ac.	President Jefferson	Am.	Admiral Oriental Line	On 9th inst.
Manila, Bangkok, Singapore, Zamboanga & Cebu	C. Lopez y Lopez	Span.	Hakone Maru	On 7th inst.
	West Choptank	Am.	Strathers & Barry	On 27th inst.

DEPARTURES.
 Per P. & O. s.s. *Kashgar*, on October 4th:—Mr. H. S. MacLennan, Mr. F. C. Tait, Mr. F. H. Hill, Mr. S. H. Nyholm, Miss K. Strathfield, Lt. Col. and Mrs. R. G. Stewart and child, Mr. A. E. Crowe, Mr. J. P. Burt, Capt. and Mrs. Tully, Mr. L. B. Stone, Mr. H. B. Willan, Mr. J. W. F. Garharz, Mr. H. W. Tamlyn, Mr. and Mrs. Sears, Dr. and Mrs. H. M. McCandless, Mr. and Mrs. Hemingway and child, Mr. and Mrs. J. C. Millward and child, Miss J. Davidson, Mr. E. J. Ling, Mr. J. Munro, Miss E. S. MacRae, Mr. Bolton, Mr. P. J. Klink, Mr. Ldb Mei Lung, Mr. H. L. Chin, Mr. F. L. Purand, Miss Tooker, Mr. G. F. Gardner, Mr. J. Hayes, Mr. R. E. Brown, Mr. R. Takahashi, Capt. R. S. McFarlane, Mr. W. McMillan, Mr. Bolam, Mrs. Millward and two children, Mr. and Mrs. W. T. Carr and three children, Mrs. J. H. Fotheringham and two children, Mr. A. W. Turner, Mr. Menzies, Mr. M. R. S. Gubaria, Mr. C. S. Keb, Mr. P. Mok, Mr. M. S. Swiridow, Major L. Tracey, Miss Perrier, Mrs. W. G. Todd and two children, Mr. F. B. Marshall, Mr. and Mrs. H. E. Watson, Mr. M. Albrecht, Mr. M. Stockland, Mr. D. J. Brown, Mr. R. Sharpe, Mr. K. Duncan, Mr. Mordeant, Mr. E. K. Boyd, Mr. R. C. Andrews, Mrs. Talbot, and Mr. J. Drewett.

SHIPPING MOVEMENTS.

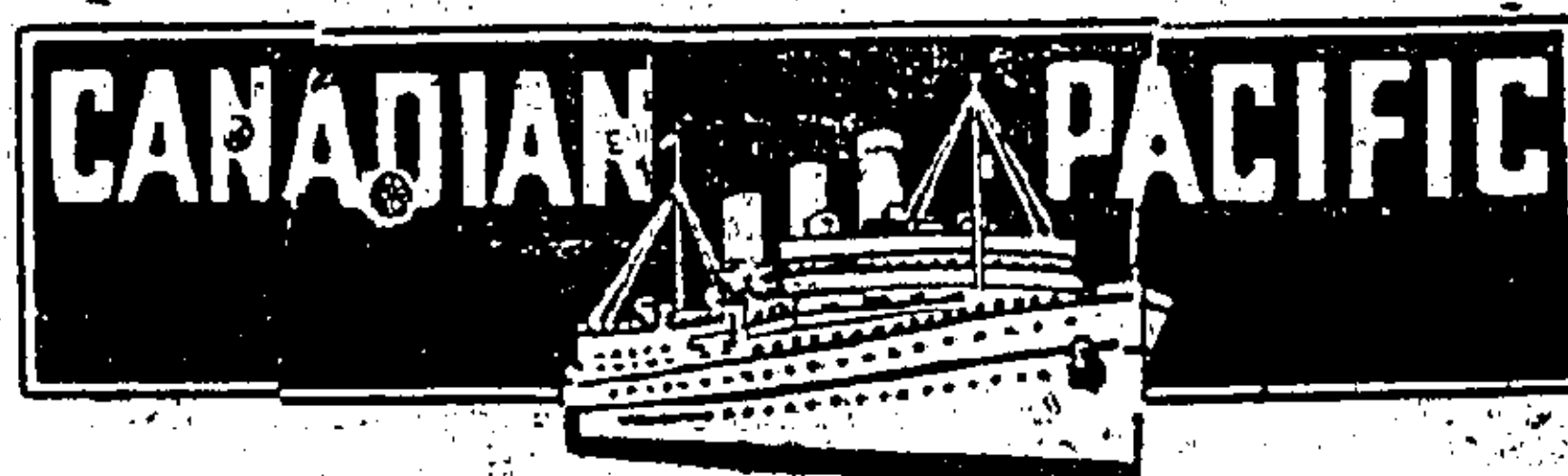
The R.M.S. *Empress of Asia* arrived at Yokohama on October 6th at 8 a.m., left the same day at 2 p.m., and is due at Hongkong on Monday, October 14th, at 8 a.m.
 The Admiral Oriental liner *President Jefferson*, which is due at this port at 8 a.m., on October 8th, sailed from Shanghai on October 6th, on schedule.
 The s.s. *Philoctetes* (Blue Funnel), for Pacific ports, left Manila the 6th inst. for this port, and is due at Hongkong to-day.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due October 16th.
Antiochus (Blue Funnel), due to-day.
Empress of Asia, due October 13th.
Fushimi Maru (N.Y.K.), due November 3rd.
Katori Maru (N.Y.K.), due to-day.
Lygon (Blue Funnel), due October 18th.
Monitor (Blue Funnel), due October 18th.
Ogata (Blue Funnel), due November 1st.
Phoenix (Blue Funnel), due October 20th.
President Adams (Dollar), due November 10th.
President Grant (Admiral Oriental), due October 20th.
President Hayes (Dollar), due October 13th.
President Jefferson (Admiral Oriental), due October 8th.
Suwa Maru (N.Y.K.), due October 20th.

THE "TREVESSA" TROPHY.

In recognition of the fact that the first race for the Treveffa Trophy in Hongkong was won by a boat of the steamer *Tijipana*, Mr. T. de Meester, managing agent of the J.C.J.L. at Singapore, has presented a challenge cup, the *Tijipana* Cup, for similar races for merchant ships' life-boats.
 Any ship in the port of Tandjong Priok on the day of the race is eligible to enter two boats, which must be fitted out with standard equipment and crewed by one officer and six to eight men, according to the length, 6-8 metres and over 8 metres. Two races a year are to be held—one in April, the other in October.



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Hongkong to England
 via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
 From Hongkong: Due Vancouver: From Canada: Due England:
Empress Australia Oct. 10 Oct. 29 *Empress France* Nov. 5 Nov. 12
Empress Asia Oct. 23 Nov. 10 *Empress Scotland* Nov. 19 Nov. 26

Pacific Sailing schedule for Next Spring on application.
 Other Atlantic Sailings every few days to Liverpool.
 Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
 Allotment of Cabins on Atlantic steamers held here and through tickets sold.
 Early reservation necessary.
 Two Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments and Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

The EMPRESS OF AUSTRALIA WILL SAIL FROM HONGKONG AT DAYLIGHT, FRIDAY, OCTOBER 10th.

HONGKONG-MANILA SERVICE

From Hongkong	Due Manila	From Manila	Due Hongkong
Oct. 13	Oct. 17	EMPEROR ASIA	Oct. 18
Oct. 22	Oct. 31	EMPEROR CANADA	Nov. 1
Nov. 12	Nov. 14	EMPEROR BRISIA	Nov. 15

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HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT PIERCE" ... Wednesday, October 9th, at 10 a.m.
 S.S. "PRESIDENT TAFT" ... Wednesday, October 23rd, at 10 a.m.
 S.S. "PRESIDENT WILSON" ... Wednesday, November 6th, at 10 a.m.
 S.S. "PRESIDENT LINCOLN" ... Wednesday, November 13th, at 10 a.m.

Sailing and Fare subject to Change Without Notice.

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GRAND CANYON
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YELLOWSTONE PARK
NIAGARA FALLS

HONGKONG-MANILA

S.S. "PRESIDENT TAFT" ... Sunday, October 13th, at Noon
 S.S. "PRESIDENT WILSON" ... Sunday, October 27th, at Noon
 S.S. "PRESIDENT LINCOLN" ... Sunday, November 3rd, at Noon

For Full Information regarding Rates, Space, etc., Apply to—

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1st Floor, QUEEN'S BUILDING, HONGKONG.

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G.3405, G.3420, G.3440.

IYO MARU ... Wednesday, 10th Oct., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

KATORI MARU ... Wednesday, 8th Oct., at 11 a.m.

ATSUBA MARU ... Wednesday, 27th Oct.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU ... Monday, 10th Nov.

LIVERPOOL via MARSEILLES & VALENCIA.

TSUSHIMA MARU ... Monday, 29th Oct.

TAMIMA MARU (Calla Glasgow) ... Friday, 21st Nov.

SYDNEY & MELBOURNE via Manila Ports.

YOSHINO MARU ... Wednesday, 16th Oct.

MISHIMA MARU ... Wednesday, 13th Nov.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... Thursday, 6th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Sunday, 13th Oct.

MORIOKA MARU ... Wednesday, 29th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Sunday, 12th Oct.

OSAKA MARU ... Saturday, 15th Oct.

JAVA & CALCUTTA via Batavia.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Monday, 13th Oct.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU (omit Shanghai) ... Tuesday, 7th Oct.

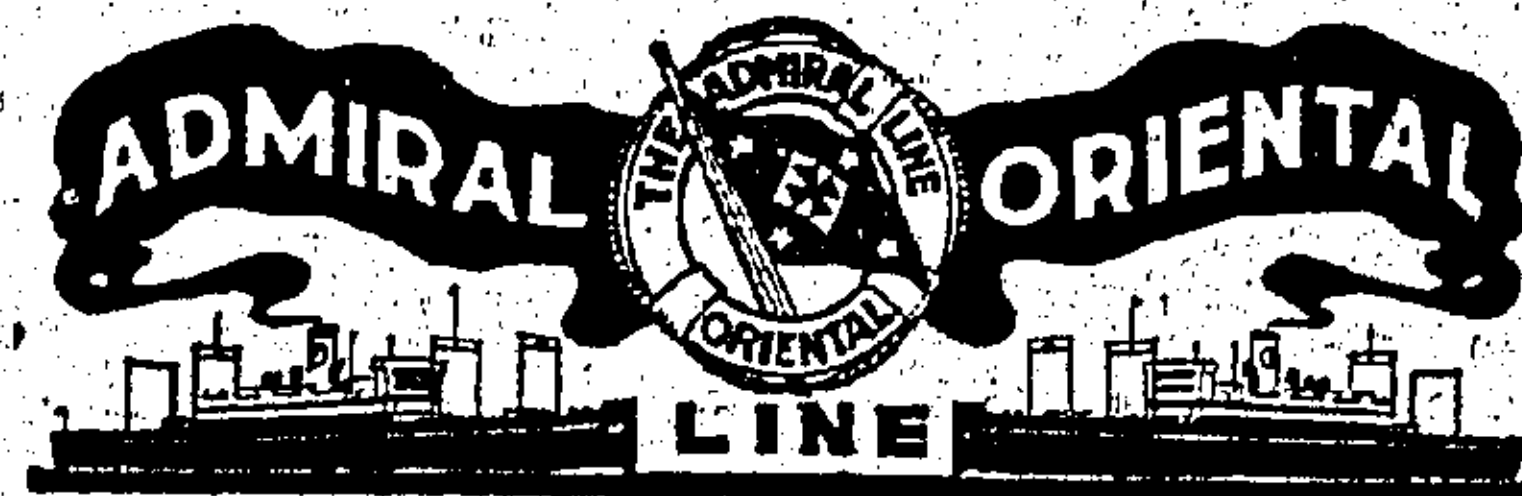
HAKONE MARU ... Tuesday, 14th Oct.

WAKASA MARU ... Tuesday, 14th Oct.

AKI MARU ... Friday, 17th Oct.

For further information, apply to— NIPPON YUSEN KAISHA.

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"PRESIDENT JEFFERSON" ... Oct. 18th.
 "PRESIDENT GRANT" ... Oct. 20th.
 "PRESIDENT MADISON" ... Nov. 11th.
 "PRESIDENT MCKINLEY" ... Nov. 13th.
 "PRESIDENT JACKSON" ... Dec. 6th.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

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SUBJECT TO ALTERATION.

"CITY OF GLASGOW" 5th Nov. Marseilles, London, etc.

PASSENGER SERVICE.

"CITY OF LAHORE" 12th Oct. Shanghai and Japan.
 "CITY OF LAHORE" 12th Oct. Marseilles, London, etc.
 "CITY OF KARACHI" 19th Jan. Do.
 "CITY OF BARODA" 1st March Do.
 "TRAFFORD HALL" 11th April Do.

"A" Class. "B" Class.

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"EURYLOCHUS" via Suez Canal 11th Oct.
 "CITY OF RANGOON" via Suez Canal 21st Oct.
 "KOSMO" via Suez Canal 31st Oct.
 "CALOCHAS" via Suez Canal 10th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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AMBOISE	11th Sept.	13th Oct.	12th Oct.
CHANTILLY	11th Sept.	13th Oct.	23rd Oct.
PORTHOSE	25th Sept.	23rd Oct.	9th Nov.
AMAZONE	9th Oct.	11th Nov.	23rd Nov.
ANGKOR	23rd Oct.	25th Nov.	7th Dec.
ANGERS	23rd Oct.	25th Nov.	21st Dec.

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 "HAINAN" Capt. W. C. Pasmore Friday, 10th Oct., at 5 p.m.
 "HAIPHONG" Capt. Ellis Walker Tuesday, 14th Oct., at 3 p.m.

* For Swatow and Foochow only.

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S.S.	Tons	From Hongkong (about)	Destination
"PESHAWUR"	7,824	14th Oct.	Marseilles, London & Antwerp
"MOREA"	10,811	18th Oct.	Marseilles & London
"SICILIA"	8,813	23rd Oct.	Spore, Penang, Colombo & B'way
"KASHGAR"	8,840	1st Nov.	Marseilles, London & Antwerp
"MALWA"	10,841	15th Nov.	Marseilles & London
"SARDINIA"	8,884	23rd Nov.	Spore, Penang, Colombo & B'way
"KARNATA"	9,098	28th Nov.	Marseilles, London & Antwerp
"MANTUA"	10,902	12th Dec.	Marseilles & London
"SOUDAN"	6,896	24th Dec.	Spore, Penang, Colombo & B'way
"KRIVA"	9,097	27th Dec.	Marseilles, London & Antwerp

1925

"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	8,813	21st Jan.	Spore, Penang, Colombo & B'way
"KALYAN"	8,118	24th Jan.	Marseilles, London & Antwerp
"MOREA"	10,811	7th Feb.	Marseilles & London
"KASHMIR"	8,884	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,841	7th Mar.	Marseilles & London
"KASHGAR"	8,840	21st Mar.	Marseilles, London & Antwerp
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARNATA"	9,098	18th Apr.	Marseilles, London & Antwerp
"MACEDONIA"	11,089	2nd May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	8,849	28th Oct.	Singapore, Penang & Calcutta
"TALMA"	10,000	11th Nov.	do
"TILWA"	10,000	22nd Nov.	do
"TARLIWA"	8,800	1st Dec.	do
"TAIREA"	8,800	7th Dec.	do

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th Oct.	Manila, Sandakan, Thursday
"EASTERN"	4,000	29th Nov.	Island, Townsville, Brisbane,
"ANAFURA"	6,000	31st Dec.	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TAKADA"	8,849	9th Oct. D.L.	Amoy, Shanghai, Moji & Kobe.
"MALWA"	10,841	18th Oct.	Shanghai, Moji & Kobe.
"TAIREA"	8,800	19th Oct.	Amoy.
"TALMA"	10,000	23rd Oct.	Moji & Kobe.
"KARNATA"	9,098	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"SARDINIA"	8,884	1st Nov.	Shanghai & Kobe.
"TILWA"	10,000	3rd Nov.	Moji & Kobe.
"TAKLIWA"	8,800	13th Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"TAIREA"	8,800	18th Nov.	Kobe.
"KHIVA"	9,097	29th Nov.	Shanghai, Moji & Kobe.
"SOUDAN"	6,896	29th Nov.	Shanghai & Kobe.
"ARAFURA"	6,000	6th Dec.	Moji & Kobe.
"TAKADA"	8,849	12th Dec.	do
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	8,813	27th Dec.	Shanghai & Kobe.

1925

"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,811	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,884	24th Jan.	do
"MALWA"	10,841	7th Feb.	do
"KASHGAR"	8,840	21st Feb.	do
"MANTUA"	10,902	7th Mar.	do
"KARNATA"	9,098	21st Mar.	Shanghai, Moji & Yokohama
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 * Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG

Agents.

CHINA NAVIGATION CO., LIMITED.

Ports	Steamers	Date of Departure
AMOI & SHANGHAI	"SHANTUNG"	On 8th Oct. Noon
SWATOW & SINGAPORE	"KINGYUAN"	On 8th Oct. 2.30 p.m.
SWATOW & BANGKOK	"KINGYUAN"	On 8th Oct. 2.30 p.m.
SHANGHAI	"SOYANG"	On 9th Oct. 2.30 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 11th Oct. Noon
SWATOW & SHANGHAI	"SINKIANG"	On 15th Oct. 2.30 p.m.
AMOY, SWATOW & SINGAPORE	"TEAN"	On 15th Oct. 2.30 p.m.
AMOY & SHANGHAI	"SUNNING"	On 14th Oct. D.L.
HOIHOW, FAKHOI & HAIPHONG	"TAMING"	On 14th Oct. 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 14th Oct. 2.30 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 15th Oct. 2.30 p.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 16th Oct. 2.30 p.m.
HOIHOW & BANGKOK	"CHENAN"	On 16th Oct. 10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Telephone Central 33. Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thure & Ase. Ports about
"TAIWAN"	5th October	10th October, 10 a.m.
"CHANGSHA"	2nd November	8th November

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE.

Telephone No. Central 33. Agents.

DODWELL & CO., LTD.

NEW YORK, BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE"	...	Sails 12th November.
S.S. "EGREMONT CASTLE"	...	Sails 9th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA"	...	Sails about 30th October.
S.S. "GERANIA"	...	Sails about 3rd November.
S.S. "ROSADEA"	...	Sails about 30th November.
S.S. "NUOVA"	...	Sails about 2nd December.
S.S. "VEVEZIA"	...	Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA"	...	Sails about 6th November.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 7th December.
S.S. "GERANIA"	...	Sails about 31st December.

NATAL LINE OF STEAMERS.

FROM CAIRO, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... Sails about 30th September.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1039. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

(23 days to San Francisco. 28 days to Los Angeles).

U.S.S. "WEST CHOPAKA"	...	Due Hongkong 12th Oct.
U.S.S. "WEST CARMONA"	...	Leave Hongkong 14th Oct.
U.S.S. "WEST CARMONA"	...	Due Hongkong 28th Oct.
U.S.S. "WEST CARMONA"	...	Leave Hongkong 30th Oct.

Cargo accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, BANGKOK, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S. "WEST CAJOOT" ... Due Hongkong 12th Oct.

U.S.S. "WEST JESTER" ... Due Hongkong 20th Oct.

Leave Hongkong 21st Oct.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—

STRUTHERS AND BARRY.

1st Floor, Queen's Building, Phone No. Central 3383.

General Agent for JAPAN, CHINA, PHILIPPINES, AND STRAITS & JAVA.

C. P. BRADFORD, Res. Agent.

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Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
 KEELUNG, HONGKONG, CANTON & HAIPHONG,
 SAILING FROM HONGKONG.

For CANTON
 For HAIPHONG via Hoihow & Pakhoi
 For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
 Branch Office: No. 27, Bonham Strand West, Tel. Central No. 158.
 H. MITARAI, AGENT, Top Floor King's Building, Tel. Central No. 140 & 1427.

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